Ohio Rail Development Commission

50 West Broad Street, Suite 1510, Columbus, Ohio 43215
614-644-0306 (telephone) • 614-728-4520 (fax) • www.dot.state.oh.us/ohiorail

March 4, 2010

Dear Commissioners:

Enclosed please find relevant information to the **Thursday, March 11, 2010** commission meeting. Minutes of the January 14, 2010 commission meeting are enclosed for your review.

This meeting will be held at the **Ohio Department of Transportation's Headquarters, 1980 West Broad Street, Columbus, Ohio, Room GA, Lower Level**, beginning at 10:00 a.m. If you haven't already done so, please contact Suzy Pettet to confirm your attendance. You may reach her at 614/728-9497 (telephone) or by e-mail at suzanne.pettet@dot.state.oh.us

We look forward to seeing you.

Sincerely,

James G. Bradley
Chairman

Enclosures

THE OHIO RAIL DEVELOPMENT COMMISSION

MEETING AGENDA

Thursday, March 11, 2010, 10:00 a.m.

Ohio Department of Transportation Headquarters

1980 West Broad Street, Room GA, Lower Level, Columbus, Ohio

CALL TO ORDER: James G. Bradley, Chairman

- Welcome
- Roll Call
- Approval of Minutes from January Meeting

EXECUTIVE DIRECTOR REPORT: Matt Dietrich

FINANCE REPORT: Megan McClory

APPROVED PROJECT BRIEFINGS

- Island Aseptics

REPORTS OF COMMITTEES

- Further Discussion of Committee Structure
- Panhandle Long Term Lease
- Human Resources
- Long-Term Strategy/Economic Development
    - State Rail Plan Update

OLD BUSINESS

NEW BUSINESS

- 2010 Rehabilitation Program, Lou Jannazo
- Crossbuck Assembly Program, Tom Burns and Cathy Stout
- April Commission Retreat
    - April 15, 2010, 9:00 a.m.
    - Highbanks Metro Park, Lewis Center (North of Columbus on US Route 23)

PUBLIC COMMENT

ADJOURN

MINUTES OF THE OHIO RAIL DEVELOPMENT COMMISSION
REGULAR BI-MONTHLY MEETING
January 14, 2010

CALL TO ORDER

The meeting of the Ohio Rail Development Commission was called to order by Chairman James Bradley at 10:11 a.m. on Thursday, January 14, 2010.

MEMBERS PRESENT

Members present included: Chairman James Bradley, Commissioners Tom McOwen, Solomon Jackson, Rob Greenlese, Bill Lozier, Mandy Kisling Bishop, Larry Sowers, Barb Bennett, William Murdock, and Josh Williams for Senator Jason Wilson, and Kimberly Wheeler for Senator Steve Buehrer. Members absent included Commissioner Herke Wolfe. There were nine voting members present therefore a quorum was obtained.

APPROVAL OF THE MINUTES OF THE NOVEMBER MEETING

Chairman Bradley asked for a motion to approve the minutes of the November 19, 2009 meeting. Commissioner Sowers moved to approve the minutes and Commissioner Murdock seconded the motion. Roll call was taken. The minutes were approved as presented with nine votes in the affirmative.

EXECUTIVE DIRECTOR'S REPORT

Director Dietrich presented the Executive Director's Report on page 12 of the meeting packet. He welcomed Suzy Pettet as our newest addition to Rail. He also noted that Bev Lee will be retiring on January 29, 2010. Bev will be greatly missed. Her position will soon be posted.

Director Dietrich stated that staff are continuing to work on the 3C and ARRA project funding. The ARRA projects' final submissions to the Federal Highway Administration Ohio Division are due by February 1st.

Director Dietrich said there is currently debate in Washington for a second round of stimulus funding. The proposed timeline of 90 days to contract will greatly limit our ability to respond to rail improvement projects.

Director Dietrich said that the State Logistics and Distribution Program has more applications than funds available. Director Dietrich reported that the Wheeling and Lake Erie secured their $1,306,500 award in December.

Director Dietrich and Stu Nicholson are working on putting together a draft Communications Plan. It will be presented to the commission very soon.

Director Dietrich thanked Commissioner Wolfe for adding ORDC to his personal subscription of U S Rail News.

Director Dietrich participated in a conference call on Sunday, January 10 with the States for Passenger Rail. The FRA and Amtrak also participated. FRA is still standing by the winter award and they will not get any more specific than that. FRA stated that they have a strong mandate from both the office of the president and the office of the secretary to use passenger rail funding as a springboard for redeveloping and reinvigorating the rail car manufacturing industry in the U.S. and that the Buy America provisions are just the floor.

Director Dietrich reported that Senator John Rockefeller introduced S.2889 that was released in December. He encourages the commissioners to take a look at the bill. He thinks it will be, at a national level, an ongoing area of interest and concern for both railroads and rail related shippers.

Commissioner Bishop attended the Transportation Research Board meeting in Washington this week. She said that in the ARRA Legislation, it is required that the Tiger Grants and the $8,000,000 for high speed rail be awarded by February 17th.

FINANCE REPORT

Megan McClory, ORDC's Secretary-Treasurer, presented the Finance Report to the Commissioners, which can be found on page 19 of the commission packet. Ms. McClory reported that we are days away from submitting several ARRA projects. They have been working through the many requirements of project recipients. Tom Burns of our staff has been managing much of the incoming data and making sure questions are answered as they arise.

Ms. McClory stated that we have further engaged R.L. Banks and Associates to provide expert assistance to evaluate passenger equipment and help in development of specifications for the equipment that has been identified.

Ms. McClory and Gloria Howard are continuing to provide staffing support to the Human Resources Committee.

RESOLUTION 10-01: DELTECH POLYMERS CORP. LOAN & GRANT FOR RAIL TURNOUT REINSTALLATION AND SPUR REHABILITATION

Lou Jannazo presented the briefing found on page 24 of the commission packet. The plant in Troy, Ohio will produce a variety of polymers used in many different applications. The loan request is for $337,457 and the grant request is for $24,000. Deltech has committed to create 12 new jobs and generate 42 carloads a year. The loan request will be used for rail costs that make up about 55% of the costs of getting the plant back in operation.

Commissioner McOwen asked Brent Reedstrom, the General Manager of the Troy Plant, to give a brief description of what they do. Mr. Reedstrom said that they bring in liquid raw materials and through the process it is converted to plastic beads or pellets that become foam insulation boards, meat trays, packaging materials, etc. Chairman Bradley asked where the 42 cars would be going. Mr. Reedstrom said that most of the cars would be bringing in the liquid product. Commissioner Jackson asked how long the plant has been idle. Mr. Reedstrom said that the plant has been idle for three years. It will be in operation 24/7 once it is restarted.

Commissioner McOwen made a motion to approve the Deltech Polymers Corp. Loan & Grant for Rail Turnout Reinstallation and Spur Rehabilitation. Commissioner Bennett seconded the motion. Roll call was taken with nine votes in the affirmative.

RESOLUTION 10-02: REPAIR OF W&LE MAUMEE RIVER SWING BRIDGE

Commissioner Jackson recused himself. Lou Jannazo presented the briefing found on page 32 of the commission packet. The W&LE obtained trackage rights through the Conrail sale process to get from Bellevue to Toledo. After several years of operating on the trackage rights, which included the large structure over the Maumee River, Norfolk Southern stopped using the bridge

and sold it to W&LE for a very low price. W&LE inherited the deferred maintenance on this major structure, which is 100 years old with a lot of mechanisms that need repaired. The grant is for $155,000.

Commissioner Greenlese is very familiar with the bridge. He said this bridge represents rail competition in the region. He stated that this is a very good and sound project. Bill Callison, President of the W&LE said that 12,500 cars use the rail a year. This repair is critical to the operation of both river and rail traffic. Mr. Callison clarified that when Norfolk Southern acquired the Conrail property they had a bridge further to the south that they could use that was in better shape. They simply moved their operation to the south and were ready to abandon the bridge. The Toledo-Lucas County Port Authority was in a position to buy the bridge so it would not be abandoned but the W&LE stepped in first and bought the bridge. Commissioner Greenlese made a motion to approve the grant for the repair of W&LE Maumee River Swing Bridge. Commissioner Bennett seconded the motion. Roll call was taken with eight votes in the affirmative.

PANHANDLE LONG-TERM LEASE COMMITTEE REPORT

Commissioner McOwen explained that the committee began when the once-privately-owned Ohio Central, needed a long term commitment to the lease of the Panhandle Line in order to arrange long term financing. When the Ohio Central was sold to Genesee & Wyoming, the long-term lease discussions were put on hold. Commissioner McOwen stated that the Genesee & Wyoming is taking a look at the work that has been done and considering whether there is a simpler structure for the lease. Commissioner McOwen hopes to have a draft agreement from the G&W by the next Commission Meeting.

STANDING COMMITTEE REPORTS

Budget & Finance Committee – Chairman McOwen

No report.

Human Resources – Chairman Jackson

Committee Chairman Jackson reported that the HR Committee held meetings on December 2 and January 13. There were several items on the agendas. One of the items was the future of this committee. They are continuing to press on with vital human resources needs with the project manager position and the possibility of additional planning staff.

They are also working on how to tell ORDC's story about our success as an agency, just to make sure the public is aware that we utilize 16 people to do a tremendous amount of work. Stu Nicholson has been great working with us to try to do this.

The other item that was discussed is diversity. Commissioner Jackson knows that the Class 1 railroads focus on the issue of diversity because it not only improves the bottom lines, it improves the relationships between employees across all different levels. An ODOT representative was at the January 13 meeting to talk about diversity.

Economic Development and Strategic Planning Committee – Commissioner Bennett

Commissioner Bennett stated that the committee has been meeting on and off for the past year and a half. Late last year they realized that they needed assistance in developing a long range

planning document and hired Wilbur Smith and Associates. In a very short time frame, which was dictated by guidelines from FRA, we were able to put together a good base document of a State Rail Plan. The FRA wanted the plan to be submitted at the first of the year. There were a few elements we were not able to pull together to meet the timeframe such as reaching out to the stakeholders and to the communities. The FRA has pulled their timeframe for the deadline of a State Rail Plan requirement. Leonard Evans and Wilbur Smith and Associates did a great job.

We also asked Wilbur Smith and Associates to put together a benefits calculator to help us analyze projects as they come before the ORDC. They are starting to put together a form to help us grade these projects as they come to us for our evaluation for loans and grants.

Commissioner Bennett said the draft document was distributed to all the commissioners and that the committee is in the final phases of the State Rail Plan. They are also continuing all of their reports and looking at their short range goals and their long range goals.

Chairman Bradley complimented all that were involved in putting together the State Rail Plan. He said they did quite an impressive job. He encouraged everyone to read the draft. He feels it is a really good snapshot of Ohio's direction relative to rail. Director Dietrich said the draft would be put on the website soon.

Chairman Bradley asked Commissioner Bennett to give an outline of the idea of the outreach to the stakeholders. Commissioner Bennett has a list of stakeholders that are interested in the rail industry. The list includes shippers, truckers, manufacturers, planning organizations for passenger rail, etc. Commissioner Bennett said they have preset public meetings to advertise we will be discussing these issues. There have also been questionnaires used with phone interviews with entities that are very close to the rail industry. Chairman Bradley asked about advertising. Commissioner Bennett said that written invitations are sent, the announcement is posted on our website, and phone calls are made. Commissioner Greenlese has a copy of the questionnaire. It is quite extensive. Commissioner Bennett said that the meetings will be on January 26 in Toledo at TMACOG; on January 28 in Columbus at OARC; on February 16 in Cincinnati at OKI Freight; on February 17 in Columbus at ORA; and on a date to be determined at NEOTEC in Akron/Canton. Commissioner Bennett asked the commissioners to try to attend 1 or 2 of these meetings to represent ORDC.

Legislative Committee – Commissioner Molitoris
No report.

Committee on Committees – Chairman Bradley
Chairman Bradley stated that this committee had been formed to look at the structure of standing committees within the ORDC. During this review it was noted that some of the committees do not meet and some of them meet infrequently. Many of the committees do not have any specific assignments. There is an imbalance in participation. Some commissioners are on numerous committees and some commissioners are not on any. Chairman Bradley wants to make sure we maximize the input from all our commissioners to use all their varied backgrounds and their tremendous amount of experience.

Chairman Bradley said the committee met on December 14. The meeting minutes were handed out before this meeting. Chairman Bradley called every commissioner to get their input prior to

the meeting. One comment that was relatively consistent was to make sure the commission does not micro manage the staff. Chairman Bradley posed the following three questions:

1. Will the restructuring improve Commission effectiveness?
   If it does not, it is not worth doing.
2. Will the restructuring help staff in the execution of its responsibilities?
   If it does not help the staff, we do not want to go that direction.
3. Will the restructuring enhance communication with constituencies that ORDC serves?
   Communication is very important.

TRB Update – Commissioner Molitoris

Commissioner Molitoris joined the meeting to give a brief report on the events in Washington during the TRB conference. The conference brings together transportation experts from around the world. The meetings on rail were standing room only. Commissioner Molitoris said that Ohio's success is only assured when "rail" means both freight and passenger. US Transportation Secretary Ray LaHood spoke at the luncheon. His commitment is to all parts of transportation. Commissioner Molitoris stressed safety. Commissioner Molitoris stated that no one should stop their efforts to emphasize the importance of the 3C Quick Start project. She has tremendous gratitude to ORDC and to ODOT and believes we have an excellent application. Commissioner Molitoris said that she knows Director Dietrich has been working closely with all three railroads.

Committee on Committees – Chairman Bradley (continued)

Chairman Bradley referred to the Meeting Minutes of the Committee on Committees dated December 15, 2009 and the Revised ORDC Committee Structure found on page 40 in the commission packet. Chairman Bradley is not in any hurry to implement the revised structure. He encourages everyone to voice their thoughts. Chairman Bradley stated that these are Standing Committees. There are always opportunities for Special Advisory or Ad hoc Committees. Standing Committees have only commissioners on the committee. Special Advisory Committees or Ad hoc Committees can include anyone from staff to anybody that is appropriate to the subject. He envisions that each commissioner would be on only one standing committee but could also be on a number of special advisory or ad hoc committees.

The first committee is the Contract and Property Advisory Committee (Big Deal Committee). These are things that go beyond the normal course of business. This would be similar to the Panhandle Long-Term Lease discussion, in which a special ad hoc committee could then be formed.

The second committee is the Governance and Operational Policy Committee. These are things that we as a commission should address to give guidance and assistance to staff in meeting our overall objective or our mission statement. These are things that are advice about day to day business.

The third committee is the Strategic Planning Committee. These are things that look to the future. This committee would address how to make the commissioners aware of things that we need to take action on today that might impact the future.

Commissioner McOwen said that he thinks it was appropriate to look at how the commission is organized. This will allow for flexibility and ways to establish other committees as needed.

Commissioner Sowers stated that the Human Resources Committee has had six meetings since April, 2009. The Human Resources Committee has never wanted to micro manage. Commissioner Sowers thinks we need to have more discussion on this and that he is an advocate for a separate human resources committee. Chairman Bradley said that the Human Resources Committee has probably been the most active and they have done a lot of good work.

Commissioner Lozier appreciates Chairman Bradley's renewed interest to committee structure. The direction of a more streamlined approach and broader prospective of these committees will enable us to participate in them better.

Commissioner Molitoris said that Commissioner Jackson has really created a level of confidence among the staff. She noted that under the Governance and Operational Policy Committee, among the bullets is provide guidance on human resources issues. The questions are: What dilution happens when combining the Human Resources Committee into another committee? What is the value of keeping it separate?

Chairman Bradley appreciates everyone's comments and would like to continue to get input before the next Commission meeting in March.

Commissioner Murdock thanked Chairman Bradley and the Committee for their leadership and for taking a fresh look at how the commissioners work because it is not an easy job. He would like to make sure that in the mission of the Strategic Planning Committee, that they always consider economic development and community development issues as well as development of manufacturing for passenger rail and freight rail.

OLD BUSINESS

There was no old business to come before the Commission.

NEW BUSINESS

Concept Presentation on High Speed Rail Manufacturing Center, EWI

Matt White, Manager of Government Relations, and Dr. Dennis Harwig, Business Development Manager, of EWI gave a concept presentation on a High Speed Rail Manufacturing Center. They presented perspectives on how investments in high speed rail will mean manufacturing jobs in the state of Ohio on a competitive basis.

EWI was established 25 years ago. They spun out of OSU and Battelle and work on 500 engineering projects a year. They want to make sure Ohio and Midwest manufacturers can fill the gap in the high speed rail supply chain.

EWI is proposing to develop a center to develop and strengthen American supply through a manufacturing research program that is a technical resource to Ohio manufacturers.

EWI's core mission is advancing and developing new technology. They strive to do things better, faster, and cheaper.

EWI is seeking support from the Commission to get integrated into Ohio's 3C Plan for high speed rail to make sure Ohio is maximizing the affordability and performance of those projects. From there, they want to work to develop a better relationship with FRA and become more integrated into their long range plan, as far as funding manufacturing technology development.

Director Dietrich asked how they propose bridging the gap between the short term needs and the long term goals. Dr. Harwig said that education and training is core to EWI's business. They continuously develop state of the art training programs both with classroom material and vocational skills. In the short term, they would identify what types of training areas would be needed, new codes and standards for rail, types of material, design rules for construction, etc.

Presentation of 3C Quick Start Project Management Plan

Commissioner Bishop gave a short introduction to the Project Management of the 3C Quick Start Service. She is ODOT's lead in conjunction with Leonard Evans for the 3C Quick Start. They have been working closely with Director Dietrich. They put together ORDC's strengths and ODOT's strengths and found out that they are very unique and very different. ORDC has the legislative authority and the relationships with the railroads. ODOT has a strong history of delivering high dollar value complex projects. There is an incredible opportunity for the commissioners to be involved in the effort with the 3C plan. The Project Management Plan is a living plan.

Brandon Perkins of ODOT gave a presentation of the 3C Quick Start Project Management Plan that was included in the High-Speed Intercity Passenger Rail (HSIPR) grant application.

The Management Approach of ORDC is to: Serve as the lead negotiator with the host railroads and passenger service operator; oversee development, engineering, inspection of track and safety upgrades; and facilitate equipment selection and testing processes.

The Management Approach of ODOT is to provide organizational resources to manage the following activities: development plans around stations; environmental assessments; station construction; equipment procurement; and retain an expert railroad consultant to provide technical advice and information for the duration of the project.

The project is scheduled to go live in Sept 2012 and the critical path item is capital equipment.

Director Dietrich thanked Brandon for his work on the plan and emphasized that the document submitted to the FRA represented the project at a point in time. It is the bare bones of all that will need to be done to successfully initiate passenger service.

PUBLIC COMMENT

Reggie Victor with the City of Cincinnati Department of Transportation and Engineering expressed continued support of ORDC for passenger and freight rail projects. They are excited to continue to work with the ORDC for the selection of a temporary station for the Ohio 3C Passenger Service in the first phase if possible. Director Dietrich assured Mr. Victor that they would be in touch.

ADJOURNMENT

Chairman Bradley called the meeting of the Ohio Rail Development Commission adjourned at 12:34 p.m.

TO: ORDC Commissioners

FROM: Matthew Dietrich

SUBJECT: March 2010 Executive Director's Report

This document reflects the accomplishments and highlights of the Ohio Rail Development Commission since the January Commission Meeting.

It has truly been a transformational time for the ORDC since the January Commission meeting.

1. ARRA Projects: The month of February marked the Federal Highway Administration authorization of the remainder of Ohio's stimulus projects, including those rail projects administered by the ORDC. ORDC's role in administration now completely shifts to project oversight and reporting. An updated list of projects and the amount of stimulus funds committed to each is attached to my report.

2. TIGER Grant Announcements: The CSX National Gateway received $98 million of the $258 million request from the Transportation Investment Generating Economic Recovery (TIGER) competitive grant funds for capital investments in surface transportation infrastructure projects. The National Gateway initiative consists of more than $842 million in rail infrastructure and intermodal terminal projects along three corridors: I-70/I-76/I-80 between Washington, D.C. and Northwest Ohio, the I-95 corridor between North Carolina and Baltimore, and the I-40 corridor between Wilmington and Charlotte, North Carolina. These projects will permit the use of double stack intermodal containers along the entire corridor. The entire project is scheduled for completion in 2012. Ohio served as the lead state applicant for the project. The award is targeted for the specific segment that links the new intermodal yard in North Baltimore, Ohio with an intermodal yard in Chambersburg, Pennsylvania. Post-award, there are two major areas of activity.
    a. The coalition of states supporting the National Gateway will be communicating to Washington that they are all united to see this project to its completion. Until the double stack corridor connects the Midwest terminals with the East Coast ports, the full economic benefits of the corridor cannot be realized.
    b. Ohio, West Virginia, Maryland and Pennsylvania will now work together to advance the partially funded portion of the project. There are two immediate challenges: First, Maryland portion of the North Baltimore to Chambersburg segment was not funded, resulting in a $20 million financing gap to complete the segment. Additionally, the states need clarification on how to advance the project. The Federal Railroad Administration has been assigned as the federal agency administering the project. However, all of the work to date, which primarily consists of highway bridge clearances and track-lowering has been done following Federal Highway Administration standards. This work includes the NEPA clearances for Ohio and Pennsylvania segments. Both my colleague in PA and I have independently been given assurance by the US DOT Secretary's office that this will be resolved in such as way that it does not jeopardize the previous work or adversely affect the timelines of the project.

3. Passenger Rail: As you are all aware, Ohio was successful with its 3C Quick Start Passenger Rail Application. Ohio received $400 million of the $564 million requested. Since the time of the award, ORDC time has been focused on the following:

a. Railroad Traffic Control (RTC) modeling for capacity improvements by Woodside Consulting: This element of the project is a continuation of the work that began last spring to prepare for the application. The RTC model is a critical step to identify the necessary capital improvements to ensure that the introduction of passenger rail does not adversely affect the freight rail network. The improvements are, in general, schedule dependent and form the basis of the state-host railroad negotiations for access.
b. Communication and negotiation with the host freight railroads: The ORDC has a long standing policy of ensuring that the introduction of passenger rail is developed in a way that improves the overall rail network capacity. As such, ORDC has included the host railroads (CSX, NS and Rail America) in the development process from the start and will continue as we advance this project.
c. Operator Selection Criteria: In the application we identified that Ohio would competitively select an operator for the service. Currently, staff is working with both ORDC and ODOT legal counsel to develop that process.
d. Stations Development: A team has been established including ODOT Central Office and District staff, Department of Development and ORDC to work with the local communities on the station development for the eight (8) stations identified in the application.
e. Equipment Selection: Based on the November Commission meeting action that identified the bi-level DMU as the preferred vehicle, the equipment section team has focused its efforts with US Rail Car which has the only bi-level DMU that currently meets FRA safety standards.

I want to emphasize that this is a team approach including Rail Commission staff, Department of Transportation staff, as well as Department of Development in the area of station development and the Office of Budget and Management for structuring the financial elements of the project.

Most recently, Sally Cooper with the Governor's office has joined the 3C effort as well. Sally has spent the last year serving the Governor's Office as Special Assistant for Federal Stimulus Implementation. As part of her duties as Special Assistant for Federal Stimulus Implementation, Sally will be spending a substantial amount of time working with the 3C team.

Finally, as we proceed with this project, the role of the Commission in this effort is becoming clearer. While the ORDC will be involved in all aspects of the project, the following areas have been identified where ORDC will lead the effort:

- Freight railroad interaction / negotiation
- Operator selection
- Equipment recommendations

This activity will be conducted with existing Commission staff supported by ODOT, as well as consultant support. As we learned with the application, Ohio's success was due to our ability to partner and leverage all of the available resources in the state and this same approach must be used to bring this project to completion.

4. Ohio Rail Plan: Unfortunately the weather has delayed our progress on the outreach portion of the State Rail Plan. As of the date of this report, the meetings in Cincinnati and with the Ohio Railroad Association have been scheduled for March 3rd and March 4th respectively.

Additionally, the NEOTEC meeting is scheduled for March 19th at 2:00 pm at John Carroll University. The information gathered from these sessions, as well as from the stakeholder surveys, will be included as an addendum to the report. We hope to have the plan ready for Commission approval at the May meeting.

5. Rail Supply Chain: The ORDC has been reaching out to Rail Suppliers and continuing our work with EWI after their presentation to the Commission. It appears that there is a very good opportunity for rail suppliers in Ohio. Susan Arduini, Researcher at Commission, lead an effort to develop a comprehensive list of Rail Suppliers in the state. This survey has identified over 133 current rail suppliers with Ohio employment of 21,099.

6. Presentations: ORDC staff provided various presentations to the following groups:
    - Testimony before U.S. Representative Mary Jo Kilroy's Transportation and Infrastructure Public Hearing on March 1. (ATTACHED)
    - Presentation of the ORDC's role in economic development to the Ohio Department of Development's Office Business Development
    - 3C Quick Start presentation to the Columbus Bar Association Construction Committee
    - 3C Quick Start presentation to the City of Columbus Disabilities Advisory Commission
    - Discussed the 3C with WCPN-Radio (NPR-Cleveland): "The Sound of Ideas" (Guests included State Senator Tom Patton and All Aboard Ohio's Ken Prendergast)
    - Discussed the 3C with WOSU-Radio (NPR Columbus): "All Sides with Ann Fisher (Guests included State Senator Jon Husted & Northern New England Passenger Rail Authority Director Patricia Quinn)
    - Discussed the 3C with WKRC-Radio (Cincinnati) (sole guest)
    - Discussed the 3C with WVIZ-TV (PBS-Cleveland): "Feagler & Friends" (sole guest)
    - In the wake of the Jan. 28th ARRA award of $400-million to Ohio for the 3C, we handled in excess of 200-250 media calls and inquiries from across the state, including all of the major daily newspapers and most of the broadcast media along the 3C Corridor

American Recovery & Reinvestment Act		
Projects being administered by ORDC		
Category	**Project Description**	**Stimulus Funds**
Econ Dev	City of Youngtown; Brier Hill Industrial Park/V&M Star Steel Expansion	$ 16,072,603
Econ Dev	CSX Double Stack Clearance	$ 20,000,000
Econ Dev	NS Airline Yard Rail project	$ 6,500,000
Econ Dev	NS Double Stack Clearance	$ 3,600,000
Econ Dev	Port of Toledo - General Cargo Facility Rail Loop	$ 3,000,000
Econ Dev	Toledo Shipyard Rail Spur	$ 350,000
Rehab	City of Jackson Rail Line Rehabilitation	$ 2,000,000
Rehab	City of Medina; Medina Owned Line Rehab	$ 950,000
Rehab	Cleveland Commercial Railroad, LCC	$ 67,000
Rehab	ORDC; Camp Chase Railroad Bridge Rehabilitation	$ 300,000
Rehab	RJ Corman Western Ohio Ln Rehab	$ 1,300,000
Rehab	State-owned Panhandle Line	$ 7,000,000
Rehab	West County Port Authority; Track Rehabilitation	$ 1,000,000
Rehab	Wheeling & Lake Erie Rail Akron/Canton Track Rehabilitation	$ 1,200,000
Safety	City of Orrville; Upgrade to Railroad lights and gates	$ 850,000
Safety	Licking Co. SR 79 resurface rail crossing	$ 100,000
Safety	Macedonia - Upgrade out dated Railroad crossings	$ 168,323
Safety	Minerva - Safety Upgrade of warning lights	$ 250,000
Safety	North Ridgeville - Safety Upgrade for Quiet Zone	$ 800,000
Safety	Delphos rail Warning improvements	$ 778,600
Safety	Railroad Safety Upgrades Montgomery/Warren	$ 1,000,000
Safety	Signal Preemption	$ 2,500,000
Safety	WLE Hartville - Upgrade Railroad Lights and gates	$ 600,000
	Total	**$ 70,386,526**
Updated 3/4/10		

MARY JO KILROY
15th District, Ohio

COMMITTEE ON
FINANCIAL SERVICES

COMMITTEE ON
HOMELAND SECURITY

Congress of the United States
House of Representatives
Washington, DC 20515-3515

WASHINGTON OFFICE:
1237 Longworth House Office Building
Washington, DC 20515
(202) 225-2015
Fax: (202) 225-3529

DISTRICT OFFICE:
1299 Olentangy River Rd.
Suite 200
Columbus, OH 43212
(614) 294-2196
Fax: (614) 294-2384

February 11, 2010

Mr. Matthew Dietrick
Executive Director, Ohio Rail Development Commission
1980 West Broad Street
Columbus OH 43215

Dear Mr. Dietrick,

I'm writing to ask for your participation and commitment to central Ohio's long-term success and economic well-being. Our region is often cited as a bellwether for economic trends and is just now beginning to see the signs of its stabilization, but I will not feel like we have achieved success until our businesses are succeeding and hiring workers.

As we begin the climb out of the economic crisis it's important to ensure investments in our community consistently enhance both our short and long-term economic health.

One step, in a number I have taken to work for a strong central Ohio economy, is joining the *Congressional Task Force on Competitiveness*. The task force is a newly formed group of fifteen Members of Congress dedicated to advancing policies and initiatives that will allow America's economy to be its best.

As a Member of the task force I believe it is important to convey both the problems and opportunities for increased competitiveness that exist in central Ohio with focus in the areas of Transportation & Infrastructure, Biosciences, Aerospace & Alternative Energy and Bioproducts. I am asking community stakeholders and leaders to provide insight at one of the hearings I am hosting on each area and would be honored to have you as a guest.

I invite you to participate in a public *Transportation & Infrastructure* session on Monday, March 1, 2010 from 9 a.m. to 12:00 p.m. at the Columbus State Workforce Development Center by presenting 5 – 7 minutes of testimony.

My office is in the process of finalizing location details and an agenda. These will be forwarded to you when finalized. For more information and to RSVP, please contact Samantha Herd in my District Office, at (614) 294-2196 or by e-mail at samantha.herd@mail.house.gov.

Thank you,

Mary Jo Kilroy
Member of Congress

14

PRINTED ON RECYCLED PAPER

Testimony of Matthew Dietrich, Executive Director, Ohio Rail Development Commission
for U.S. Representative Mary Jo Kilroy
Transportation and Infrastructure Public Hearing
March 1, 2010

Representative Kilroy and Members of the Panel, thank you for the opportunity to discuss the opportunities and challenges to make Ohio more competitive in the National and International Markets. First I would like to give you a little background about my agency. The Ohio Rail Development Commission was created in 1993 as an independent state agency that combines all of the non-regulatory rail functions of the state (freight, passenger and rail safety) into one location. To support this effort, both the Department of Transportation and Department of Development Directors are ex-officio Commissioners along with their colleagues appointed by the Governor, Speaker of the House and President of the Senate.

We are a small agency with a big mission and rely on our partners to accomplish our goals. In central Ohio, the Ohio Rail Development Commission has a long history of working with and supporting the efforts of local railroads, communities and organizations such as the Columbus Chamber of Commerce Logistics Council on freight rail and logistics projects. The recent award of federal funding for the 3C Passenger Rail project now gives us the opportunity to broaden those partnerships to move people as well as freight.

I am very proud of the role the ORDC played in promoting the benefits of the freight rail system for Ohio businesses. No one project is more of an example of this work then the Rickenbacker Intermodal Project and the Heartland Corridor.

The ORDC jointly funded the original feasibility study for increasing doublestack intermodal container clearances with the State of West Virginia. We then partnered with West Virginia, Virginia, the Virginia Ports and our own Columbus Airport Authority and Columbus Chamber to plan, develop and secure funding for this high-speed, double-stack container freight corridor between the Port of Norfolk, Virginia and Columbus that includes the Rickenbacker Intermodal Yard.

In 2006, the ORDC approved funding for Ohio's share of the $188-million dollar project. Construction began in 2007, with the majority of work being the raising of double-stack train height clearances for 28 tunnels in West Virginia. The project is to be completed in 2010 and saves estimated 300-miles over the previous route, resulting in lower costs and more timely movement for shippers.

Most recently we have built on this success by partnering with the Ohio, Kentucky, Indiana Council of Governments (OKI) to secure funding to create double-stack clearance for the NS corridor between Columbus and Cincinnati. This includes removing identified bridge impediments near Cincinnati.

With assistance from ODOT, ORDC was able to successfully apply for federal funding for the project under the American Recovery & Reinvestment Act (ARRA). The project is to be completed by 2012 and will extend these benefits of the "inland port" concept and the associated savings to the Cincinnati Region as well.

In Northern and Northeastern Ohio, a similar project is underway with the CSX "National Gateway". Again, ORDC was able to partner with the railroad and key stakeholders to secure a $98-million (ARRA) "TIGER" Grant to increase double-stack clearances between North Baltimore, Ohio and Chambersburg, Pennsylvania (near Harrisburg). ORDC was the public sponsor and will serve as project manager. The project will also tie in to a new Intermodal Yard at North Baltimore (Wood County) that is currently under construction. Pending further funding, the remainder of the National Gateway Corridor will continue from Pennsylvania to East Coast and Mid-Atlantic ports served by CSX.

This project also calls for a new Intermodal Yard at the existing CSX yard facility in South Columbus, which increases Columbus and Central Ohio's connectivity to the national and global logistics system.

Then there is the current 3C Passenger Project which will bring Passenger Rail Service back to a corridor that has not seen service in approximately 40 years.

While Ohio has been extremely successful in leveraging its opportunities with stimulus funding for multi-modal projects – we have learned the difficulties of trying to advance rail and water projects through a process specifically designed to develop highways. Our success was due to the hard work of ORDC, ODOT, and FHWA Ohio Division Staff – not because the process was conducive to multimodal projects. This issue is not limited to just freight, but applies to passenger rail as well.

We have also learned that there is a lack of consistency for project development processes, especially environmental processes, between the various modal agencies.

If as a county, state and region, we wish to continue to develop a rational and balanced transportation system for our businesses and cities, then our federal partners need the following:

- Standardization of National Environmental Protection Act policies among the modal agencies.
- Flexibility in existing funding sources so that we can make system decisions – not decisions based on which element of the project happens to be eligible for a particular funding source. There is no better example of this need then the intermodal yard projects.
- An on-going source of funding for passenger rail. We as a country are going to have to essentially rebuild what our country has lost over the last 70 years which will require long term investment.

- Finally, a source of federal funding for a critical but often overlooked segment of the rail industry, the Shortline and regional railroads.

I want to stress this last point with regard to Shortline Railroads. While the big projects garner national attention, these other projects may be smaller in size, but are no less significant in their contribution. Often they play a key role in local communities by providing a rail transportation link to one or more major businesses and employers. It is not overstating it to say that they can literally be the lifeblood of some local economies. In this region that includes the Ohio Central, Indiana and Ohio and the Camp Chase. ORDC has partnered with these short line and regional railroads to make significant upgrades to these rail lines. At the current time, the only source of dedicated funding for these projects has been ORDC budget which relies heavily on state GRF.

Thank you again for your consideration of these issues and I would be happy to answer any questions.

ACCOMPLISHMENTS REPORT
PLANNING AND PROJECT DEVELOPMENT
January 11 to March 3, 2010

PLANNER	DEVELOPMENT
Don Damron	**Lou Jannazo**

FIELD & TRACK INSPECTION

- Field inspection of possible 3C station site at Berry Yard/Bond Hill and of Sharonville downtown site.
- Field inspection of driveway bridge over Panhandle in Hanover.
- Second field inspection of potential Hillcrest Foods spur in Cleveland, this one with NS.
- Rode on new RJC gen set locomotive on switching run as inspection of RJC invoice to ORDC for payment of 60% of the costs of locomotive through the state DERG program.

ADMINISTRATIVE

- Helped prepare agendas and briefing packets for March 11, 2010 meeting including 1 project briefing.
- Did grant agreement amendments to extend time for select projects and to reflect changes in scopes of work and termination dates.
- Bev Lee did OEPA and Ohio Taxation background checks on various grant recipients from January meeting before retiring.
- Developed justification for filling Planner III position as well as a detailed set of interview questions with the requisite objective scoring of each question.
- Kept "Spending Forecast" up to date.

TRAINING:

- Don Damron attended a week long Urban Land Institute training/work shop on the connection between rail and transit stations with real estate development with a concentration on working to find the nexus between development that could be happening in the area and development that would be augmented by passenger rail stations.

FREIGHT PROJECT DEVELOPMENT AND IMPLEMENTATION

New Project Development/Continued Project Development

- Did final evaluation, recommendation, & commitment letter for Island Aseptic spur project in Byesville on the OCRR.
- Investigated new spur projects in Dayton, Middletown, and Steubenville, and a transload project in Lancaster with local development officials, the serving railroads, the companies themselves, and others.
- Continued working on Hillcrest Foods spur project in Cleveland.
- Continued working on details of Ashland Railway rehabilitation loan and Ohio Basic Minerals spur projects.

Ohio Diesel Emissions Reduction Grant (DERG) Program/National Clean Diesel Program

- Helped get funding for RJC new gen set locomotive out the door.
- Amended I&ORY grant agreement for auxiliary power units.

- Continued coordination with ODOT on all DERG projects.

Logistics & Distribution Program:

- Reviewed project applications for Shelly & Co, Great Lakes Towing, US Rail Car, MPR Supply Chain Solutions, and others.
- Participated in several project review meetings as well as project analyses/preliminary scoring meetings.

American Recovery & Reinvestment Act (ARRA) Stimulus Funding for Rail Projects

- Continued coordination with City of Jackson Bellissio spur project for raising of overhead wires.
- Helped trouble shoot scope of work situation on Jackson mainline project.
- Helped trouble shoot scope of work situation on W&LE crossing project.

PASSENGER PLANNING

Ohio Hub

- $8 million PEIS on hold due to lack of funding.

Amtrak /3C Corridor Investigations

- Continued with a myriad of project development meetings with ORDC and ODOT .
- Continued work investigating equipment options and producing various briefing materials.
- Continued coordination with Parsons Brinckerhoff on second round of revenue, ridership, and schedule issues for Quick Start service as part of environmental work.
- Continued working with Woodside on needed model runs to effectively interact with host freight railroads.
- Continued coordination with locals on stations in coordination with new ODOT station economic development team. Field reviews of Sharonville and Berry Yard in Cincy.
- Developed white paper on the issues involved in getting to Cincinnati Union Terminal.
- Developed a draft overall project summary/status report to be used to educate officials on the uncertainties involved in 3C development and the requisite process to resolve them.
- Developed list of questions/concerns for initial conference calls with host railroads.

Other Passenger Initiatives

- Continued coordination with the MWRRI study effort. Attended meeting in Chicago.
- Continued administering Parsons Brinckerhoff study of HSR on 3C which is partially funded by FRA.
- Kept abreast of passenger issues in across Ohio and nationally through participation in the States for Passenger Rail.

OTHER PLANNING INITIATIVES

State Rail Plan:

- Continued to provided detail technical reviews and comment on draft document.

- Developed discussion points for Toledo outreach meeting and represented ORDC at mtg.
- Developed discussion points for Cincinnati outreach meeting.
- Coordinated various parties to set up March 19 outreach meeting in Cleveland.
- Developed questions for and participated in conference call with NS Strategic Planning, Intermodal, and Government affairs and wrote report on findings.
- Developed questions for a conference call with CSX that has yet to be scheduled.

MISCELLANEOUS

- Coordination with FRA, Ohio AG, and Van Wert County Port Authority on issue of Port Authority turning over to ORDC the proceeds of salvaging an abandoned and unneeded 10 mile segment of track from Elgin to Glenmore. Proceeds coming to ORDC could be from $500,000 to $1,000,000. Salvage is planned for this Spring. ORDC has rights to salvage funds because the line was purchased with FRA funds.
- Developed additional information to put on ORDC web site about how ORDC selects spur and track rehabilitation projects.

SAFETY

- Occasional help with select grade crossing safety projects.

WPDOCS/AccomplishmentsCommission

OHIO RAIL DEVELOPMENT COMMISSION
INTER-OFFICE COMMUNICATION

TO: Matthew Dietrich, Executive Director

FROM: Susan J. Kirkland, Manager, Grade Crossing Safety Section

SUBJECT: Safety Section Progress Report

DATE: March 3, 2010

The following major objectives were met by the Safety Section during the last two (2) months:

- A major milestone was accomplished this past week in the Wheeling & Lake Erie (WLE) / City of Medina Corridor Project. This project has been diligently worked on for over 3 years by the Safety Section. A subsidy agreement has been accepted by all funding parties (ORDC, NOACA, City of Medina, WLE, and PUCO) that will fund an improvement project in excess of $1.5 million. As history, S. Elmwood Street, AAR# 002 087A, was identified by priority pick and a PUCO Order issued for warning devices to be installed by 11/20/08. Subsequently, warning device project was cancelled by PUCO as the crash data that qualified the crossing under prioritization was incorrect. The construction phase of a major highway traffic signal project was in progress at the time the PUCO Order was issued. The traffic signal project did not address the required interconnection. Several crossings on the WLE rail line in the community need to be preempted.

  As of today, negotiations have successfully concluded and a consensus reached on the scope of this project. Seven crossings will be improved through the community. Improvements include the installation of flashing lights and roadway gates at four crossings; circuitry improvements at four crossings; and railroad preemption at three crossings.

- The ARRA project totaling $2.5 million of improvements in the City of Canton for modernization of warning devices and installation of traffic signal preemption at six highway intersections is progressing on target. Planning meetings with the City and the WLE were held in February and diagnostic reviews were conducted. The diagnostic reviews involved 14+ hour days, in poor weather conditions, for Mike Fortè. A huge thank you is in order for Mike for his dedication.

- Planning moves forward for the Crossbuck/Yield Assembly project. A detailed briefing will be done by Tom Burns and Cathy Stout at the March 11, 2010 Commission meeting. A copy of the briefing is attached.

- I will attend two important committee meetings in the next 5 months. The meetings are outlined below.

  American Railway Engineering and Maintenance-of-Way Association (AREMA) Committee 39 – Positive Train Control (March 10 – 12, 2010, Cocoa Beach, FL)
  The purpose of AREMA Committee 39 is to continually review current and new technology addressing the installation, testing and maintenance of "Positive Train Control" (PTC) wayside equipment and systems and develop recommended "industry practices" with the overall goal of improving the safety and reliability of train operations.

  I am a newly appointed member of Committee 39 and look forward to learning more about the PTC subject and its impacts on Ohio corridors and ORDC Safety Programs.

  National Committee on Uniform Traffic Control Devices (NCUTCD), (June 30 – July 2, 2010, Chicago, IL) Technical Committee on Railroad and Light Rail Transit
  The Spring meeting of NCUTCD Technical Committee for Part 8 is of significant importance due to the publication of the MUTCD 2009 Edition in December of 2009 and the review of new language and proposed changes to Section 8C.13 thru 8D - Pedestrian Crossings. The 2009 Edition of the MUTCD will have significant bearing on Ohio's Crossbuck/Yield Assembly project. While I clearly understand the provisions set forth in Part 8 of the 2009 MUTCD, we are only now learning of subsequent parts of the overall manual that will impact our program. For example, new "crash worthiness criteria" that are covered in Part 1 of the MUTCD.

- ODOT, Division of Finance and Forecasting has scheduled a training session on audit circulars for federally funded railroad projects. The ORDC Safety Section and Fiscal staffs will attend the session.
  Date: Thursday, March 18, 2010
  Time: 9:30 AM – 5:00 PM
  Location: ODOT Central Office Auditorium, 1980 West Broad Street, Columbus, OH 43223
  Cost: FREE
  The general purpose of the training is to discuss the Railroad Audit Circulars, which were adopted by ODOT and ORDC and went into effect on January 1, 2010. The training is targeted at the following organizations:

  Class I, II, and III Railroads,
  Local governments/agencies owning or operating track in Ohio who may receive Federal funding through ODOT or ORDC on a reimbursement basis,
  Other State or Federal agencies involved in railroad reimbursement,
  Railroad contractors who are or anticipate performing reimbursable work on railroad projects,
  Organizations representing Ohio railroads,
  ODOT and ORDC personnel who review invoices on projects in which railroads are reimbursed, and
  Financial/Accounting staff involved in railroad overhead or billing processes.

- As reported previously, CSX successfully petitioned the PUCO for the closure of the crossing on Ulsh Road, TR250, in Marion County, Claridon Township. In mid-January,

Clarion Township submitted an Appeal to the Ohio Supreme Court. To date, both PUCO and CSX have filed a Motion to Dismiss to the Supreme Court and the requests are pending. ORDC progression of a potential warning device project at this location is pending the Supreme Court decision.

- The ORDC and ODOT - Office of Traffic Preemption Project is progressing rapidly. The ODOT Traffic Engineering Manual Standard is close to being finalized and the list of active projects is growing. Significant Safety Section staff time is being utilized on over 20 community projects outlined below:

  ALL, City of Lima, Cable Road & 309-7.05
  Butler County, City of Middletown, NS, CJ Corridor
  Butler County, City of Oxford
  Carroll County, City of Carrollton, SR39-14.58
  Cuyahoga County, Cities of Bay Village and Westlake
  Cuyahoga County, City of Bedford
  Fairfield County, Pickerington Road, CR20, #228945G (IOCR)
  Franklin County, Georgesville Road
  Franklin County, Waggoner Road, CR106, DOT# 151821V (OHCR)
  Hamilton County, City of Deer Park, Galbraith Rd & Blue Ash Rd
  Licking County, N. Cedar Street, 517 487U
  Licking County, City of Newark, Waterworks Road
  Lucas County, Airline Yard, Toledo
  Madison County, City of London,
  Mahoning County, Boardman, SR 224-18.24
  Medina County, City of Medina
  Montgomery County, City of Dayton, Rosedale Dr.
  Montgomery County, City of Dayton Bridge Street, 525848R,
  Montgomery County, West Carrollton, Alex Road
  Putnam County, Village of Columbus Grove
  Stark County, City of Canton
  Stark County, Village of Hartville
  Summit County, City of Akron, White Pond Drive
  Summit County, City of Akron, Hawkins Avenue
  Tuscarawas County, CR 80/Ohio Avenue

- CSX has proposed a Safety Corridor Project to the ORDC. The Columbus Sub from Columbus to Fostoria is under consideration. The 82 mile corridor spans five counties, has 91 crossings, and would include warning device and circuitry improvements as well as consolidation. CSX has pledged a 25% share in the corridor improvement costs. The next step is to hi-rail the corridor to verify crossing data and identify potential closures. Expectation is that agreement can be signed yet this fiscal year.

- Tom Burns has modified the 3-C Corridor spreadsheet of crossings to include existing and potential hazard indexes. The table is reflective of all crossings in the corridor, the potential changes to those crossings targeted for additional tracks or increased train speed, cost estimates and physical crossing data. A copy of the new table is attached.

- ORDC Safety continues the effort to keep the ORDC/PUCO database of crossings up to date. During the winter months field staff focus on updating photos and physical crossing data. In this same vein, the ORDC/PUCO are developing a Scope of Work for a consultant to modify the existing data to be in conformance with criteria set forth in The Rail Safety Improvement Act of 2008. These improvements are eligible for federal reimbursement under SAFETEA LU provisions. The expectation is to obtain Controlling Board approval in the next few weeks and let a contract through ODOT for the database improvements and maintenance.

- An agreement was reached for a consolidation project on the Cleveland Commercial Railroad in Cuyahoga County, City of Bedford, which will result in two grade crossings closures and three warning device improvements.

- Cathy Stout attended an Operation Lifesaver (OL) strategy meeting that focused on trespass incidents. The meeting was called to discuss trespass prevention strategies, tactics and data collection and to brainstorm for practical ideas. Information from the meeting and the brainstorming session will be used by OL to develop a two-year strategy for trespass reduction.

Attachments (2)

Public Grade Crossings in 3C Corridor

GREENWICH SUBDIVISION

Crossing	RR Milepost	County	Route	Road Name	LHA	Ownership	Total Tracks	# Main	# Other	#Trains (24hr)	Max Track Speed MPH	AADT	Date of AADT	Rank	Proj. Rank	Rank Change	Warning Devices	Equipment Type	Model	Install Date	Comments	Crossings Within 1 Mile, Each Direction	Crossings Within 2 Miles, Each Direction	Preemption	ORDC Recommended Improvements	Amtrak Improvements
523937B	192.54	Cuyahoga	CR186	Eastland Rd.	City of Brook Park	NS	4	3	1	48	35	11429	2006	2	2	0	Lights + Gates				None.	1	2			
523940J	193.15	Cuyahoga	CR131	Sheldon Rd.	City of Brook Park	NS	6	4	2	48	35	6603	2006	427	383	-44	Lights + Gates				None.	2	2			
523941R	193.57	Cuyahoga	SR237-5.21	Front St.	City of Berea	NS	5	4	1	48	50	9060	2003	380	352	-28	Lights + Gates				None.	1	2			
524364Y	14.42	Cuyahoga		West St.	City of Olmsted Falls	CSXT	2	2	0	47	60	1511	2006	1282	1255	-27	Lights + Gates	CWT		2001	To 79mph.	1	3	No	$100,000	$100,000
524366M	15.32	Cuyahoga	Private	Private	-	CSXT	-	-	-	-	-	-	-				-				To 79mph.	3	3			
524367U	15.76	Cuyahoga	SR252-0.28	Columbia Rd.	City of Olmsted Falls	CSXT	2	2	0	60	60	9610	2003	440	404	-36	Lights + Gates	CWT			To 79mph. Grade Sep.	2	4	No	$0	$0
524368B	16.19	Lorain	CR10	Sprague Rd.	Lorain Co.	CSXT	2	2	0	60	60	5312	2004	570	523	-47	Lights + Gates	CWT			To 79mph.	2	5	No	$100,000	$100,000
518540F	17.52	Lorain	TR136	Jaquay Rd.	Columbia Twp.	CSXT	2	2	0	60	60	386	1999	19	18	-1	Lights + Gates	CWT		1999	To 79mph.	1	4	No	$100,000	$100,000
518538E	18.10	Lorain	CR61	Station Rd.	Lorain Co.	CSXT	2	2	0	48	60	2029	2004	141	128	-13	Lights + Gates	CWT			To 79mph.	2	4	No	$100,000	$100,000
518537X	18.92	Lorain	TR24	Root Rd.	Columbia Twp.	CSXT	2	2	0	61	60	2116	2005	1080	968	-112	Lights + Gates	CWT			To 79mph.	1	4	No	$100,000	$100,000
518536R	19.94	Lorain	TR140	Hawke Rd.	Eaton Twp./Columbia Twp.	CSXT	2	2	0	61	60	2050	2001	116	106	-10	Lights + Gates	CWT			To 79mph.	1	5	No	$100,000	$100,000
518535J	20.69	Lorain	SR82-4.51	Twinsburg-Elyria Rd.	State of Ohio	CSXT	2	2	0	61	60	9220	2005	443	408	-35	Lights + Gates	CWT			To 79mph.	2	4	No	$100,000	$100,000
518534C	21.16	Lorain	TR127	Reed Rd.	Eaton Twp.	CSXT	2	2	0	61	60	420		1777	1639	-138	Lights + Gates	CWT		1998	To 79mph.	2	4	No	$100,000	$100,000
518533V	21.82	Lorain	CR58	Island Rd.	Lorain Co.	CSXT	2	2	0	61	60	1476	2005	1021	928	-93	Lights + Gates	CWT		1996	To 79mph.	1	4	No	$100,000	$100,000
518532N	23.06	Lorain	SR83-6.52	Avon-Belden Rd.	State of Ohio	CSXT	2	2	0	47	60	6540	2005	82	71	-11	Lights + Gates	CWT		2001	To 79mph.	0	2	No	$100,000	$100,000
518530A	25.42	Lorain	SR57-8.75	Main St.	Village of Grafton	CSXT	2	2	0	39	50	6210	2005	103	86	-17	Lights + Gates				None.	0	2			
518529F	26.54	Lorain	TR165	Crook Rd.	LaGrange Twp.	CSXT	2	2	0	61	40	214	2005	2278	2143	-135	Lights + Gates	CWT		1998	To 79mph.	1	4	No	$100,000	$100,000
518527S	27.01	Lorain	CR26	Indian-Hollow Rd.	Lorain Co.	CSXT	2	2	0	61	40	2481	2004	785	713	-72	Lights + Gates	CWT			To 79mph.	2	4	No	$100,000	$100,000
518523P	27.77	Lorain	TR74	Biggs Rd.	LaGrange Twp.	CSXT	2	2	0	46	40	89	2005	3327	3120	-207	Lights + Gates	CWT		1998	To 79mph.	2	5	No	$250,000	$250,000
518522H	28.32	Lorain	TR166	Wheeler Rd.	LaGrange Twp.	CSXT	2	2	0	61	40	174	2005	2441	2284	-157	Lights + Gates	CWT		1998	To 79mph.	1	5	No	$250,000	$250,000
518521B	29.37	Lorain	SR303-11.78	E. Main St.	Village of LaGrange	CSXT	2	2	0	61	40	3840	2005	560	516	-44	Lights + Gates	CWT			To 79mph.	1	5	No	$250,000	$250,000
518520U	29.65	Lorain	SR301-6.78	S. Center St.	Village of LaGrange	CSXT	2	2	0	61	40	5170	2005	535	492	-43	Lights + Gates	CWT			To 79mph.	1	5	No	$250,000	$250,000
518519A	30.95	Lorain	TR72	Whitney Rd.	LaGrange Twp.	CSXT	2	2	0	61	40	95	2005	2882	2722	-160	Lights + Gates	CWT		1998	To 79mph.	1	5	No	$250,000	$250,000
518518T	30.99	Lorain	CR48	Whitehead Rd.	Lorain Co.	CSXT	2	2	0	61	40	2046	2004	862	782	-80	Lights + Gates	CWT		1996	To 79mph.	1	5	No	$250,000	$250,000
518515X	32.29	Lorain	CR27	Nickle Plate-Diamond Rd.	Lorain Co.	CSXT	2	2	0	61	60	1425	2004	1034	951	-83	Lights + Gates	CWT			To 79mph.	1	4	No	$100,000	$100,000
918297X	32.80	Lorain	Private	Private	-	CSXT	-	-	-	-	60	-	-				-				To 79mph.	2	6			
518514R	33.30	Lorain	CR71	Webster Rd.	Lorain Co.	CSXT	2	2	0	61	60	971	2004	1227	1128	-99	Lights + Gates	CWT		1994	To 79mph.	1	4	No	$100,000	$100,000
518513J	34.42	Lorain	TR45	Peck-Wadsworth Rd.	Wellington Twp.	CSXT	2	2	0	60	60	101	2005	2863	2706	-157	Lights + Gates	CWT		1998	To 79mph.	1	5	No	$100,000	$100,000
518512C	34.71	Lorain	TR44	Hawley Rd.	Wellington Twp.	CSXT	2	2	0	60	60	153	2005	2552	2406	-146	Lights + Gates	CWT		1998	To 79mph.	1	6	No	$100,000	$100,000
518511V	36.10	Lorain	City St.	Barker St.	Village of Wellington	CSXT	2	2	0	60	60	672	2005	1466	1332	-134	Lights + Gates	CWT		1992	To 79mph.	3	5	No	$100,000	$100,000
518510N	36.41	Lorain	SR58-7.36	N. Main St.	Village of Wellington	CSXT	4	3	1	60	60	11810	2005	349	332	-17	Lights + Gates	CWT			To 79mph.	3	6	550ft	$100,000	$100,000
518509U	36.57	Lorain	SR18-6.27	Medina-Norwalk Rd.	State of Ohio	CSXT	4	2	2	60	60	7060	2005	504	461	-43	Lights + Gates	CWT		1999	To 79mph.	3	5	620ft	$100,000	$100,000
518508M	36.82	Lorain	City St.	Maygar St.	Village of Wellington	CSXT	5	3	2	60	40	420	2005	1438	1312	-126	Lights + Gates	CWT			To 79mph.	3	5	No	$250,000	$250,000
518507F	38.20	Lorain	CR64	Pitts Rd.	Lorain Co.	CSXT	2	2	0	60	60	306	2005	2046	1885	-161	Lights + Gates	CWT		1999	To 79mph.	2	7	No	$100,000	$100,000
518506Y	38.70	Lorain	TR5	Jones Rd.	Wellington Twp.	CSXT	2	2	0	60	60	400	2001	1838	1691	-147	Lights + Gates	CWT		1998	To 79mph.	3	5	No	$100,000	$100,000
518505S	38.87	Lorain	Private	Private	-	CSXT	-	-	-	-	60	-	-				-				To 79mph.	4	4			
918298E	39.30	Lorain	Private	Private	-	CSXT	-	-	-	-	60	-	-				-				To 79mph.	3	5			
518504K	39.81	Lorain	CR30	Quarry Rd.	Lorain Co.	CSXT	2	2	0	60	60	372	2004	1889	1744	-145	Lights + Gates	CWT		1999	To 79mph.	2	6	No	$100,000	$100,000
518503D	41.10	Lorain	TR156	Anderson Rd.	Rochester Twp.	CSXT	2	2	0	60	60	29	2005	3704	3572	-132	Lights + Gates	CWT		2002	To 79mph.	2	4	No	$100,000	$100,000
518502W	41.40	Lorain	CR43	Griggs Rd.	Village of Rochester	CSXT	2	2	0	60	60	218	2005	2291	2152	-139	Lights + Gates	CWT		1994	To 79mph.	2	4	No	$100,000	$100,000
518501P	41.90	Lorain	SR511-4.16	SR511	Village of Rochester	CSXT	2	2	0	60	60	2030	2005	888	794	-94	Lights + Gates	CWT		1994	To 79mph.	2	3	No	$100,000	$100,000
518498J	43.39	Lorain	TR35	Gore-Orphanage Rd.	Rochester Twp.	CSXT	2	2	0	60	60	100	2001	3226	3065	-161	Lights + Gates	CWT		1999	To 79mph.	0	4	No	$50,000	$50,000
518497C	44.49	Huron	CR63	Butler Rd.	Huron Co.	CSXT	3	2	1	5	60	460	2008	4422	3522	-900	Lights + Gates	CWT		1998	To 79mph.	1	3	No	$100,000	$100,000
518496V	45.27	Huron	CR21	New London Section Line Rd.	Huron Co.	CSXT	3	2	1	5	60	418	2008	4453	3592	-861	Lights + Gates	CWT		1995	To 79mph.	2	4	No	$100,000	$100,000
518495N	46.24	Huron	TR183	Chenango Rd.	New London Twp.	CSXT	3	2	1	5	60	751	2008	4199	3210	-989	Lights + Gates	CWT		1998	To 79mph.	2	5	No	$100,000	$100,000
518493A	47.22	Huron	City St.	Walnut St.	Village of New London	CSXT	2	2	0	5	60	612	2005	4293	3351	-942	Lights + Gates	CWT		1995	To 79mph.	3	4	No	$100,000	$100,000
518492T	47.52	Huron	SR60-1.43	N. Main St.	Village of New London	CSXT	2	2	0	5	60	4015	2005	898	758	-140	Lights + Gates	CWT		2001	To 79mph.	2	3	270ft	$300,000	$100,000
518491L	47.62	Huron	SR162-24.24	W. Main St.	Village of New London	CSXT	2	2	0	27	60	3941	2005	6	6	0	Lights + Gates	CWT		2001	To 79mph.	2	3	500ft	$100,000	$100,000
518489K	49.82	Huron	TR79	Greenwich East Town Rd.	Fitchville Twp.	CSXT	2	2	0	31	60	426	2008	2686	2388	-298	Lights + Gates	CWT		2002	To 79mph.	2	4	No	$100,000	$100,000
518488D	50.51	Huron	CR187	Townline Rd.	Huron Co.	CSXT	2	2	0	5	40	400	2008	4466	3625	-841	Lights + Gates	CWT		1998	To 79mph.	4	4	No	$250,000	$250,000
518487W	50.73	Huron	US250-18.39	US250	State of Ohio	CSXT	2	2	0	5	40	4070	2005	3132	1954	-1178	Lights + Gates	CWT			To 79mph. Grade Sep.	4	5		$0	$0
518486P	51.08	Huron	TR145	Omega Rd.	Greenwich Twp.	CSXT	2	2	0	5	40	90	2008	4831	4443	-388	Lights + Gates	CWT		2002	To 79mph.	3	5	No	$250,000	$250,000
918299L	51.35	Huron	Private	Private	-	CSXT	-	-	-	-	40	-	-				-				To 79mph.	3	7			
518485H	52.70	Huron	SR13-4.10	SR13	State of Ohio	CSXT	2	2	0	44	40	838	2005	1708	1496	-212	Lights + Gates	CWT			To 79mph.	2	6	No	$250,000	$250,000
518484B	53.16	Huron	TR144	Alpha Rd.	Greenwich Twp.	CSXT	2	2	0	44	40	100	2008	3315	3094	-221	Lights + Gates	CWT		2002	To 79mph.	2	6	No	$250,000	$250,000
918300D	53.33	Huron	Private	Private	-	CSXT	-	-	-	-	40	-	-				-				To 79mph.	2	6			
518483U	54.41	Huron	City St.	Kniffen St.	Village of Greenwich	CSXT	3	3	0	44	40	258	2005	2199	1979	-220	Lights + Gates				None.	2	7			
518482M	54.81	Huron	City St.	Townsend St.	Village of Greenwich	CSXT	1	1	0	44	40	1469	2005	1674	1178	-496	Lights + Gates	CWT			To 79mph, new main track recommended.	3	7	No	$540,000	$540,000

Crossing	RR Milepost	County	Route	Road Name	LHA	Ownership	Total Tracks	# Main	# Other	#Trains (24hr)	Max Track Speed MPH	AADT	Date of AADT	Rank	Proj. Rank	Rank Change	Warning Devices	Equipment Type	Model	Install Date	Comments	Crossings Within 1 Mile, Each Direction	Crossings Within 2 Miles, Each Direction	Preemption	ORDC Recommended Improvements	Amtrak Improvements
518481F	54.99	Huron	SR224-16.87	Main St.	Village of Greenwich	CSXT	1	1	0	44	40	5831	2005	896	609	-287	Lights + Gates	CWT		2001	To 79mph, new main track recommended.	3	8	No	$540,000	$540,000
918301K	55.55	Huron	Private	Private	-	CSXT	-	-	-	-	40	-	-					-			To 79mph, new main track recommended.	3	6			
518480Y	56.13	Huron	TR51	Greenwich Milan Town Rd.	Greenwich Twp.	CSXT	1	1	0	44	40	235	2008	3020	2444	-576	Lights + Gates	CWT		2000	To 79mph, new main track recommended.	3	7	No	$540,000	$540,000
518479E	56.59	Huron	TR107	Plymouth East Rd.	Ripley Twp.	CSXT	1	1	0	44	40	90	2008	2526	1812	-714	Lights	CWT			To 79mph, new main track recommended.	2	6	No	$540,000	$400,000
518478X	56.90	Huron	Private	Private	-	CSXT	-	-	-	-	40	-	-					-			To 79mph, new main track recommended.	3	6			
518477R	57.80	Huron	TR74	Edwards Rd.	Ripley Twp.	CSXT	1	1	0	44	40	225	2008	290	216	-74	Xbucks	N/A			To 79mph, new main track recommended.	2	5	No	$540,000	$400,000
518476J	58.68	Richland	CR11	Base Line Rd.	Huron Co.	CSXT	1	1	0	44	40	215	2006	3086	2504	-582	Lights + Gates	CWT		1996	To 79mph, new main track recommended.	2	5	No	$540,000	$400,000
518475C	59.44	Richland	CR72	Planktown Rd.	Richland Co.	CSXT	1	1	0	44	40	293	2008	2866	2268	-598	Lights + Gates	CWT		2000	To 79mph, new main track recommended.	2	5	No	$540,000	$400,000
518474V	60.08	Richland	TR71	Malone Rd.	Cass Twp.	CSXT	1	1	0	44	40	34	2006	600	483	-117	Lights + Gates	CWT		2007	To 79mph, new main track recommended.	2	5	No	$350,000	$400,000
518473N	60.55	Richland	City St.	Noble Rd.	Village of Shiloh	CSXT	1	1	0	44	40	251	2006	2971	2393	-578	Lights + Gates	CWT		2000	To 79mph, new main track recommended.	2	6	No	$540,000	$540,000
518472G	61.23	Richland	SR603-17.97	E. Main St.	Village of Shiloh	CSXT	1	1	0	44	40	2610	2005	1488	1040	-448	Lights + Gates	Motion Sensor		2001	To 79mph, new main track recommended.	2	7	No	$540,000	$540,000
518471A	62.04	Richland	Private	Private	-	CSXT	-	-	-	-	40	-	-					-			To 79mph, new main track recommended.	3	6			
518470T	62.37	Richland	Private	Private	-	CSXT	-	-	-	-	40	-	-					-			To 79mph, new main track recommended.	3	6			
518469Y	62.61	Richland	Private	Private	-	CSXT	-	-	-	-	40	-	-					-			To 79mph, new main track recommended.	3	5			
518468S	63.07	Richland	CR215	Bowman Rd.	Richland Co.	CSXT	1	1	0	44	40	1250	2006	1790	1264	-526	Lights + Gates	CWT			To 79mph, new main track recommended.	2	6	No	$540,000	$400,000
518466D	64.09	Richland	CR59	Hazel Brush Rd.	Richland Co.	CSXT	1	1	0	47	40	95	2006	3568	3037	-531	Lights + Gates	CWT		2000	To 79mph, new main track recommended.	1	6	No	$540,000	$400,000
518465W	65.06	Richland	CR191	Plymouth-Springmill Rd.	Richland Co.	CSXT	1	1	0	47	40	1576	2006	1552	1093	-459	Lights + Gates	CWT		1997	To 79mph, new main track recommended.	3	6	No	$540,000	$400,000
518463H	65.52	Richland	Private	Private	-	CSXT	-	-	-	-	40	-	-					-			To 79mph, new main track recommended.	2	5			
518462B	65.77	Richland	CR58	London West Rd.	Richland Co.	CSXT	1	1	0	47	40	501	2006	2399	1806	-593	Lights + Gates	CWT		2000	To 79mph, new main track recommended.	3	6	No	$540,000	$400,000
518461U	66.69	Richland	CR61	Shelby-Ganges Rd.	City of Shelby	CSXT	1	1	0	47	40	445	2006	2492	1892	-600	Lights + Gates	CWT		1996	To 79mph, new main track recommended.	3	6	No	$540,000	$400,000
518460M	66.97	Richland	City St.	Broadway St.	City of Shelby	CSXT	1	1	0	47	60	2806	2006	1202	820	-382	Lights + Gates	CWT			To 79mph, new main track recommended.	3	7	No	$400,000	$400,000
518459T	67.58	Richland	City St.	W. Smiley St.	City of Shelby	CSXT	2	2	0	26	50	2800	2006	1472	964	-508	Lights + Gates	CWT			New main track recommended.	3	7	280ft	$390,000	$190,000
518456X	67.92	Richland	City St.	W. Main St.	City of Shelby	CSXT	4	3	1	26	50	6650	2005	670	448	-222	Lights + Gates	CWT			New main track recommended.	3	6	No	$190,000	$190,000
918302S	68.91	Richland	Private	Private	-	CSXT	-	-	-	-	50	-	-					-			New main track recommended.	3	7			
518455R	69.25	Richland	CR171	Hummel Rd.	Richland Co.	CSXT	1	1	0	26	50	740	2006	2827	2123	-704	Lights + Gates	CWT		2000	New main track recommended.	3	6	No	$190,000	$190,000
518454J	69.54	Richland	TR181	Stentz Rd.	Sharon Twp.	CSXT	1	1	0	26	50	116	2006	4050	3441	-609	Lights + Gates	CWT		2002	New main track recommended.	4	7	No	$190,000	$190,000
518453C	70.00	Richland	Private	Private	-	CSXT	-	-	-	-	50	-	-					-			New main track recommended.	3	6			
518452V	70.37	Richland	SR61-2.58	SR61	State of Ohio	CSXT	1	1	0	26	50	900	2005	0	0	0	Lights + Gates	CWT		2000	New main track recommended.	2	7	No	$190,000	$190,000
518451N	71.52	Richland	CR170	Settlement East Rd.	Richland Co.	CSXT	2	2	0	26	50	283	2006	3152	2445	-707	Lights + Gates	CWT		1996	New main track recommended.	2	7	No	$190,000	$190,000
918303Y	71.92	Richland	Private	Private	-	CSXT	-	-	-	-	50	-	-					-			New main track recommended.	2	6			
518450G	72.32	Richland	TR176	Finnegan Rd.	Sharon Twp.	CSXT	2	2	0	51	50	90	2005	3157	2599	-558	Lights + Gates	CWT		2006	New main track recommended.	4	5	No	$50,000	$50,000
918304F	73.10	Richland	Private	Private	-	CSXT	-	-	-	-	50	-	-					-			New main track recommended.	2	5			
518449M	73.22	Richland	CR52	Hook Rd.	Richland Co.	CSXT	2	2	0	51	50	76	2006	3325	2752	-573	Lights + Gates	CWT		2005	New main track recommended.	2	6	No	$50,000	$50,000
518446S	74.45	Richland	CR51	Beam Rd.	Richland Co.	CSXT	2	2	0	51	40	773	2006	1617	1158	-459	Lights + Gates	CWT		2006	New main track recommended.	2	7	No	$50,000	$50,000
518445K	75.17	Crawford	City St.	Washington St.	Village of Crestline	CSXT	2	2	0	51	40	803	2006	1587	1129	-458	Lights + Gates	CWT			New main track recommended.	4	7	No	$190,000	$50,000
518443W	75.34	Crawford	US30-21.08	E. Main St.	State of Ohio	CSXT	3	2	1	51	40	14010	2004	436	344	-92	Lights + Gates	CWT			New main track recommended.	5	7	680ft	$190,000	$50,000
518441H	75.82	Crawford	City St.	Bucyrus St.	Village of Crestline	CSXT	2	2	0	47	40	3343	2006	863	599	-264	Lights + Gates	DC			New main track recommended.	5	7	No	$390,000	$50,000
518439G	75.96	Crawford	City St.	Livingston Ave.	Village of Crestline	CSXT	2	2	0	47	40	930		1565	1100	-465	Lights + Gates	CWT		2001	New main track recommended.	5	8	No	$50,000	$50,000
518437T	76.32	Crawford	City St.	S. Wiley St.	Village of Crestline	CSXT	2	2	0	47	40	811	2006	1664	1178	-486	Lights + Gates	CWT		2001	New main track recommended.	5	8	No	$50,000	$50,000
518436L	76.75	Crawford	TR77	Middletown Rd.	Jackson Twp.	CSXT	2	2	0	40	40	2251	2006	1199	799	-400	Lights + Gates	Motion Sensor			New main track recommended.	4	7	No	$190,000	$190,000
518435E	77.32	Crawford	Private	Private	-	CSXT	-	-	-	-	40	-	-					-			New main track recommended.	3	7			
518434X	77.90	Crawford	TR48	Nazor Rd.	Jackson Twp.	CSXT	5	3	2	40	40	126	2006	2872	2622	-250	Lights + Gates	CWT		1997	To 79mph.	1	7	No	$350,000	$350,000
518433R	79.10	Crawford	City St.	Knorr Rd.	City of Galion	CSXT	2	2	0	22	40	792	2006	305	256	-49	Lights + Gates	CWT		2001	To 79mph.	3	8	No	$250,000	$250,000
518432J	79.44	Crawford	City St.	Sherman St.	City of Galion	CSXT	2	2	0	40	40	3768	2006	961	799	-162	Lights + Gates	CWT		2001	To 79mph.	4	7	No	$250,000	$250,000
518431C	79.81	Crawford	City St.	E. Church St.	City of Galion	CSXT	3	2	1	40	30	1463	2006	1444	1264	-180	Lights + Gates				None.	6	8			
518430V	79.91	Crawford	SR19-2.50	Harding Way E.	State of Ohio	CSXT	3	2	1	40	30	7550	2004	89	71	-18	Lights + Gates				None.	6	7			
518429B	80.12	Crawford	City St.	Atwood St.	City of Galion	CSXT	5	3	2	31	30	3524	2006	984	784	-200	Lights + Gates				None.	5	7			
COLUMBUS LINE SUBDIVISION																										
518345F	80.49	Crawford	City St.	Parsons St.	City of Galion	CSXT	2	1	1	4	60	2664	2006	3899	2719	-1180	Lights + Gates	CWT		2000	To 79mph.	5	8	No	$100,000	$100,000
518344Y	80.63	Crawford	City St.	Pershing St.	City of Galion	CSXT	1	1	0	4	60	1281	2006	4292	3271	-1021	Lights + Gates	CWT		1997	To 79mph.	5	8	No	$100,000	$100,000
518343S	81.46	Morrow	CR8	Bloomington-New Winchester Rd.	Morrow Co.	CSXT	1	1	0	4	60	2110	2005	4018	2903	-1115	Lights + Gates	Motion Sensor			To 79mph.	2	6	No	$100,000	$100,000
518342K	82.47	Morrow	TR31	Hunter Rd.	North Bloomfield Twp.	CSXT	1	1	0	11	60	335	2006	4205	3663	-542	Lights + Gates	CWT		2001	To 79mph.	0	4	No	$50,000	$50,000
518341D	83.59	Morrow	SR288-1.14	SR 288	State of Ohio	CSXT	1	1	0	11	60	3410	2004	2676	2018	-658	Lights + Gates	Motion Sensor		2001	To 79mph.	0	2	No	$50,000	$50,000
518340W	85.04	Morrow	SR61-21.96	SR 61	State of Ohio	CSXT	1	1	0	11	60	3360	2004	2689	2027	-662	Lights + Gates	CWT		1996	To 79mph.	1	2	No	$100,000	$100,000
518339C	85.61	Morrow	CR51	Main St./St. James Rd.	Morrow Co.	CSXT	2	1	1	11	60	737	2005	3729	3145	-584	Lights + Gates	CWT		2001	To 79mph.	1	3	No	$100,000	$100,000
518338V	87.17	Morrow	CR29	West Point - Bellville Rd.	Morrow Co.	CSXT	1	1	0	22	60	334	2005	428	370	-58	Lights + Gates	N/A		2008	To 79mph.	1	5	No	$100,000	$0
518337N	87.42	Morrow	Private	Private	-	CSXT	-	-	-	-	-	-	-					-			To 79mph.	2	6			
518336G	88.20	Morrow	TR59	Marion-Johnsville Rd.	Washington Twp.	CSXT	1	1	0	11	60	251	2005	59	29	-30	Xbucks	N/A		2010	To 79mph.	3	6	No	$190,000	$0

Crossing	RR Milepost	County	Route	Road Name	LHA	Ownership	Total Tracks	# Main	# Other	#Trains (24hr)	Max Track Speed MPH	AADT	Date of AADT	Rank	Proj. Rank	Rank Change	Warning Devices	Equipment Type	Model	Install Date	Comments	Crossings Within 1 Mile, Each Direction	Crossings Within 2 Miles, Each Direction	Preemption	ORDC Recommended Improvements	Amtrak Improvements
518335A	88.55	Morrow	Private	Private	-	CSXT	-	-	-	-	-	-	-				-				To 79mph.	3	7			
518334T	88.90	Morrow	CR30	Mt. Gilead-Iberia-Galion Rd.	Morrow Co.	CSXT	1	1	0	11	60	389	2005	4112	3562	-550	Lights + Gates	CWT		2001	To 79mph.	3	8	No	$100,000	$100,000
518332E	89.22	Morrow	TR61	Cabintown Rd.	Washington Twp.	CSXT	1	1	0	11	60	338	2005	707	350	-357	Xbucks	N/A			To 79mph.	3	7	No	$190,000	$0
518331X	90.07	Morrow	Private	Private	-	CSXT	-	-	-	-	-	-	-				-				To 79mph.	3	7			
518330R	90.37	Morrow	Private	Private	-	CSXT	-	-	-	-	-	-	-				-				To 79mph.	2	7			
518329W	90.75	Morrow	TR75	Campbell Rd.	Gilead Twp.	CSXT	1	1	0	11	60	126	2005	1363	617	-746	Xbucks	N/A			To 79mph.	2	7	No	$190,000	$0
518328P	91.91	Morrow	Private	Private	-	CSXT	-	-	-	-	-	-	-				-				To 79mph, new siding recommended.	3	7			
518327H	92.32	Morrow	TR145	Bingham Rd.	Gilead Twp.	CSXT	1	1	0	11	60	649	2005	3820	2864	-956	Lights + Gates	CWT		1996	To 79mph, new siding recommended.	4	7	No	$440,000	$440,000
518326B	92.70	Morrow		N. Boundary St.	Village of Edison	CSXT	1	1	0	11	60	1315	2005	1284	643	-641	Lights	CWT			To 79mph, new siding recommended.	4	7	No	$440,000	$250,000
518325U	92.86	Morrow		State St.	Village of Edison	CSXT	3	2	1	11	60	395	2006	2332	1227	-1105	Lights	CWT			To 79mph, new siding recommended.	4	6	No	$440,000	$250,000
518324M	93.17	Morrow	SR95-5.58	High St.	Village of Edison	CSXT	3	2	1	11	60	6000	2004	1876	1015	-861	Lights + Gates	CWT		1997	To 79mph, new siding recommended.	3	6	No	$290,000	$290,000
518323F	94.21	Morrow	TR136	Newcomer Rd.	Cardington Twp.	CSXT	1	1	0	12	60	185	2005	1024	465	-559	Xbucks	N/A			To 79mph.	1	7	No	$450,000	$0
518322Y	94.70	Morrow	TR128	Olds Rd.	Cardington Twp.	CSXT	1	1	0	12	60	110	2005	1408	645	-763	Xbucks	N/A			To 79mph.	2	6	No	$450,000	$0
518321S	95.29	Morrow	CR137	Curtis Rd.	Morrow Co.	CSXT	1	1	0	12	60	224	2005	899	412	-487	Xbucks	N/A			To 79mph.	2	5	No	$400,000	$0
518320K	96.16	Morrow	TR143	Burr Rd.	Cardington Twp.	CSXT	1	1	0	12	60	225	2005	894	412	-482	Xbucks	N/A			To 79mph.	2	8	No	$450,000	$0
518319R	96.91	Morrow	TR1003	Williams St.	Cardington Twp.	CSXT	1	1	0	12	60	460	??	3960	3409	-551	Lights + Gates	CWT		1996	To 79mph.	4	7	No	$250,000	$250,000
518318J	97.20	Morrow	SR529-3.80	Marion St.	Village of Cardington	CSXT	1	1	0	12	60	2650	2004	2794	2169	-625	Lights + Gates	CWT		2001	To 79mph.	4	8	No	$250,000	$250,000
518317C	97.34	Morrow	US42-7.28	Main St.	Village of Cardington	CSXT	1	1	0	12	60	5630	2004	2242	1604	-638	Lights + Gates	CWT		2001	To 79mph.	4	7	460ft	$250,000	$250,000
518316V	97.55	Morrow		New St.	Village of Cardington	CSXT	1	1	0	12	60	250	??	4299	3819	-480	Lights + Gates	CWT		1997	To 79mph.	5	7	No	$250,000	$250,000
518315N	98.07	Morrow	CR165	Third St.	Morrow Co.	CSXT	1	1	0	12	60	144	2005	4514	4133	-381	Lights + Gates	CWT		1997	To 79mph.	4	8	No	$250,000	$250,000
518314G	98.41	Morrow	Private	Private	-	CSXT	-	-	-	-	-	-	-				-				To 79mph.	3	7			
518313A	99.12	Morrow	CR151	Hunt Rd.	Morrow Co.	CSXT	1	1	0	12	60	60	2005	2008	1000	-1008	Xbucks	N/A			To 79mph.	2	7	No	$250,000	$0
518312T	99.82	Morrow	TR25	Waldo-Fulton-Chesterville Rd.	Westfield Twp.	CSXT	1	1	0	12	60	700	2005	3709	3139	-570	Lights + Gates	CWT		1996	To 79mph.	1	5	No	$100,000	$100,000
518311L	101.01	Morrow	CR155	Waldo-Fulton Rd.	Morrow Co.	CSXT	1	1		12	60	314	2006	700	352	-348	Xbucks	N/A			To 79mph.	1	5	No	$400,000	$0
518310E	101.17	Morrow	Private	Private	-	CSXT	-	-	-	-	-	-	-				-				To 79mph.	2	4			
518309K	102.14	Morrow	CR159	Westfield-Fulton Rd.	Morrow Co.	CSXT	1	1	0	12	60	175	2006	1056	486	-570	Xbucks	N/A			To 79mph.	2	4	No	$400,000	$0
518308D	102.25	Morrow	TR162	Showmaker Rd.	Westfield Twp.	CSXT	1	1	0	12	60	217	2006	918	422	-496	Xbucks	N/A			To 79mph.	2	4	No	$400,000	$0
518307W	103.24	Morrow	TR21	Prospect-Mt. Vernon Rd.	Westfield Twp.	CSXT	1	1	0	12	60	320	2006	4181	3659	-522	Lights + Gates	Motion Sensor		2001	To 79mph.	1	5	No	$400,000	$100,000
518306P	104.29	Delaware		E. Taylor St.	Village of Ashley	CSXT	2	1	1	12	60	476	2005	2538	1883	-655	Lights	CWT			To 79mph.	2	6	No	$400,000	$50,000
518304B	104.38	Delaware	SR229-6.90	High St.	Village of Ashley	CSXT	2	1	1	12	60	6159	2005	2181	1540	-641	Lights + Gates	CWT		2001	To 79mph.	2	6	73ft	$300,000	$100,000
518303U	104.63	Delaware		Stock Yard Crossing	Village of Ashley	CSXT	1	1	0	12	60	560	2005	3854	3299	-555	Lights + Gates	CWT		1999	To 79mph.	4	6	No	$250,000	$250,000
518302M	105.43	Delaware	CR224	Steamtown Rd.	Delaware Co.	CSXT	1	1	0	11	60	648	2001	3821	3247	-574	Lights + Gates	CWT		1997	To 79mph.	3	6	No	$100,000	$100,000
518301F	105.55	Delaware	Private	Private	-	CSXT	-	-	-	-	-	-	-				-				To 79mph.	3	7			
518300Y	106.19	Delaware	TR251	Shoemaker Rd.	Oxford Twp.	CSXT	1	1	0	11	60	249	2001	883	401	-482	Xbucks	N/A			To 79mph.	3	8	No	$450,000	$0
518299G	106.89	Delaware	TR243	Maloney Rd.	Oxford Twp.	CSXT	1	1	0	11	60	238	2001	914	412	-502	Xbucks	N/A			To 79mph.	3	6	No	$450,000	$0
518298A	107.49	Delaware	Private	Private	-	CSXT	-	-	-	-	-	-	-				-				To 79mph.	3	6			
518297T	107.61	Delaware	Private	Private	-	CSXT	-	-	-	-	-	-	-				-				To 79mph.	3	5			
518296L	108.38	Delaware	CR80	Leonardsburg Rd.	Delaware Co.	CSXT	1	1	0	11	60	362	2001	2912	2237	-675	Lights	DC			To 79mph.	3	5	No	$400,000	$100,000
518294X	109.10	Delaware	Private	Private	-	CSXT	-	-	-	-	-	-	-				-				To 79mph.	2	6			
518292J	109.77	Delaware	TR265	Walton Rd.	Brown Twp.	CSXT	1	1	0	11	60	117	2001	1433	644	-789	Xbucks	N/A			To 79mph.	2	4	No	$400,000	$0
518291C	110.58	Delaware	CR65	County Home Rd.	Delaware Co.	CSXT	1	1	0	11	60	721	2001	3742	3155	-587	Lights + Gates	CWT		1997	To 79mph.	2	3	No	$100,000	$100,000
518290V	110.78	Delaware	TR87	Harris Rd.	Brown Twp.	CSXT	1	1	0	11	60	671	2001	458	256	-202	Xbucks	N/A			To 79mph, new siding recommended.	1	3	No	$250,000	$0
518268H	116.95	Delaware	TR89	Curve Rd.	Berlin Twp.	CSXT	3	2	1	11	60	124	2001	1384	625	-759	Xbucks	N/A			To 79mph.	1	3	No	$250,000	$0
518267B	117.32	Delaware	Private	Private	-	CSXT	-	-	-	-	-	-	-				-				To 60mph.	2	4			
518266U	118.22	Delaware	CR91	Berlin Station Rd.	Delaware Co.	CSXT	1	1	0	8	50	700	2005	3953	3327	-626	Lights + Gates	CWT		2006	To 60mph.	2	4	No	$100,000	$100,000
518265M	118.61	Delaware	Private	Private	-	CSXT	-	-	-	-	-	-	-				-				To 60mph.	2	5			
518263Y	119.32	Delaware	CR72	Cheshire Rd.	Delaware Co.	CSXT	2	2	0	11	50	1954	2001	2707	2054	-653	Lights + Gates	CWT		2001	To 60mph.	2	6	No	$100,000	$100,000
518262S	120.28	Delaware	CR98	Peach Blow Rd.	Delaware Co.	CSXT	2	2	0	11	50	357	2001	3869	3297	-572	Lights + Gates	CWT			To 60mph.	3	7	No	$100,000	$100,000
518261K	120.67	Delaware	Private	Private	-	CSXT	-	-	-	-	-	-	-				-				To 60mph.	3	6			
518260D	121.21	Delaware	TR100	Shanahan Rd.	Orange Twp./Berlin Twp.	CSXT	2	2	0	11	50	1030	2005	3177	2523	-654	Lights + Gates	CWT		2001	To 60mph.	4	6	No	$250,000	$250,000
518259J	121.47	Delaware	Private	Private	-	CSXT	-	-	-	-	-	-	-				-				To 60mph.	4	5			
518258C	122.17	Delaware	CR106	Lewis Center Rd.	Delaware Co.	CSXT	2	2	0	11	50	3500	2001	2653	1991	-662	Lights + Gates	Motion Sensor			To 60mph.	3	6	No	$300,000	$100,000
518257V	122.23	Delaware	TR1041	Franklin St.	Orange Twp.	CSXT	2	2	0	11	50	66	2005	2208	1251	-957	Xbucks	N/A			To 60mph.	2	6	No	$300,000	$0
518256N	123.87	Delaware	TR114	E. Orange St.	Orange Twp.	CSXT	2	2	0	11	50	5307	2001	1650	1097	-553	Lights + Gates	CWT		1996	To 60mph.	0	2	No	$50,000	$50,000
518255G		Railroad showing gates - Mapquest showing overpass. Powell Rd. (Polaris Pkwy.)				CONFIRMED								0	0	0								No	$0	$0
518253T	127.14	Franklin	CR19	Park Rd.	Franklin Co.	CSXT	1	1	0	8	60	1088	2004	3999	3139	-860	Lights + Gates	DC			To 60mph.	0	3	No	$250,000	$50,000
518251E	128.37	Franklin	City St.	Wilson Bridge Rd.	City of Worthington	CSXT	1	1	0	11	50	13218	2004	1680	1129	-551	Lights + Gates	DC			To 60mph.	2	3	No	$250,000	$100,000
518250X	128.65	Franklin		Worthington-Galena Rd.	City of Worthington	CSXT	3	3	0	11	50	5604	2004	1559	1039	-520	Lights + Gates	DC			To 60mph.	2	3	No	$250,000	$100,000
518249D	128.95	Franklin	City St.	Schrock Rd.	City of Columbus	CSXT	1	1	0	11	50	5115	2004	2387	1716	-671	Lights + Gates	DC			To 60mph.	2	4	No	$250,000	$100,000
518247P	130.77	Franklin	City St.	Lincoln Ave.	City of Worthington	CSXT	1	1	0	14	50	3132	2004	2558	1948	-610	Lights + Gates				None.	0	2			
518245B	132.60	Franklin		Old Cooke Rd.	City of Columbus	CSXT	1	1	0	14	60	24	2004	4717	4492	-225	Lights	DC			To 60mph.	0	2	No	$250,000	$50,000
518243M	134.26	Franklin		Weber Rd.	City of Columbus	CSXT	3	3	0	14	60	8610	2004	1168	774	-394	Lights + Gates	CWT		1999	To 60mph, possible crossover, other alternatives available.	0	1	335ft	$500,000	$500,000
DAYTON DISTRICT																										

Crossing	RR Milepost	County	Route	Road Name	LHA	Ownership	Total Tracks	# Main	# Other	#Trains (24hr)	Max Track Speed MPH	AADT	Date of AADT	Rank	Proj. Rank	Rank Change	Warning Devices	Equipment Type	Model	Install Date	Comments	Crossings Within 1 Mile, Each Direction	Crossings Within 2 Miles, Each Direction	Preemption	ORDC Recommended Improvements	Amtrak Improvements
513263G	138.20	Franklin	City St.	Marconi Blvd.	City of Columbus	NS	2	2	0	20	50	Ped.	2002	1917	1902	-15	Lights + Gates				None.	0	0			
513254H	141.51	Franklin	City St.	Harper Rd.	City of Columbus	NS	2	2	0	20	50	1465	2004	2409	1897	-512	Lights + Gates				To 79mph.	1	1	No	$284,000	$284,000
513253B	142.29	Franklin	City St.	Hague Ave.	City of Columbus	NS	2	2	0	0	50	6983	2004	5513	2152	-3361	Lights + Gates				To 79mph.	1	2	No	$284,000	$284,000
513251M	144.09	Franklin	City St.	Phillipi Rd.	Franklin Co.	NS	2	2	0	0	50	14500	1998	5185	1037	-4148	Lights + Gates				To 79mph.	0	2	No	$284,000	$284,000
513244C	145.96	Franklin	City St.	Hilliard-Rome Rd.	City of Columbus	NS	5	3	2	20	50	11755	2004	791	588	-203	Lights + Gates				None.	1	4			
513243V	146.54	Franklin	TR273	Doherty Rd.	Prairie Twp.	NS	2	2	0	20	50	562	2004	3109	2611	-498	Lights + Gates				To 79mph.	2	3	No	$284,000	$284,000
513242N	147.05	Franklin	CR272	Alton-Darby Creek Rd.	Franklin Co.	NS	2	2	0	20	50	4473	2005	1577	1180	-397	Lights + Gates				To 79mph.	2	4	No	$284,000	$284,000
525117K	147.66	Franklin	CR35	Cole Rd.	Franklin Co.	NS	2	2	0	20	50	600	1998	3058	2559	-499	Lights + Gates				To 79mph.	1	4	No	$284,000	$284,000
525118S	148.99	Franklin	CR12	Amity Rd.	Franklin Co.	NS	2	2	0	20	50	926	2004	2735	2244	-491	Lights + Gates	Motion Sensor	PMD		To 79mph.	0	2	No	$284,000	$284,000
525120T	151.75	Madison	SR142-11.83	Plain City - Georgesville Rd.	State of Ohio	NS	1	1	0	18	50	7470	2004	1662	1216	-446	Lights + Gates	Pred.	GCP		To 79mph.	0	0	No	$284,000	$284,000
525126J	154.63	Madison	Private	Private	-	NS	-	-	-	-	-	-	-				-				To 79mph.	4	6			
525129E	155.01	Madison	Private	Private	-	NS	-	-	-	-	-	-	-				-				To 79mph.	4	6			
525130Y	155.13	Madison	Private	Private	-	NS	-	-	-	-	-	-	-				-				To 79mph.	4	7			
525131F	155.35	Madison	Private	Private	-	NS	-	-	-	-	-	-	-				-				To 79mph.	5	7			
525132M	155.54	Madison	Private	Private	-	NS	-	-	-	-	-	-	-				-				To 79mph.	6	8			
525128X	156.22	Madison	Private	Private	-	NS	-	-	-	-	-	-	-				-				To 79mph.	4	9			
525127R	156.36	Madison	Private	Private	-	NS	-	-	-	-	-	-	-				-				To 79mph.	3	9			
525133U	157.08	Madison	CR43	Gregg Rd.	Madison Co.	NS	1	1	0	18	50	228	2000	4083	3659	-424	Lights + Gates	Pred.	GCP		To 79mph.	4	9	No	$284,000	$284,000
525134B	157.54	Madison	Private	Private	-	NS	-	-	-	-	-	-	-			0	-				To 79mph.	2	7			
525135H	157.96	Madison	CR70	Glade Run Rd.	Madison Co.	NS	1	1	0	18	50	386	2000	478	384	-94	Lights + Gates				To 79mph.	3	7	No	$284,000	$284,000
525136P	158.77	Madison	Private	Private	-	NS	-	-	-	-	-	-	-				-				To 79mph.	3	6			
525137W	158.97	Madison	Private	Private	-	NS	-	-	-	-	-	-	-				-				To 79mph.	2	6			
525138D	159.59	Madison	Private	Private	-	NS	-	-	-	-	-	-	-				-				To 79mph.	3	4			
525139K	160.19	Madison	CR71	Spring Valley Pk.	Madison Co.	NS	1	1	0	18	50	1369	2000	2913	2401	-512	Lights + Gates	Pred.	GCP		To 79mph.	1	4	No	$284,000	$284,000
525140E?	162.13	Madison	Private	Private	-	NS	-	-	-	-	-	-	-				-				To 79mph.	2	8			
525141L	162.54	Madison	City St.	Maple St.	City of London	NS	4	3	1	18	35	4192	2004	1346	998	-348	Lights + Gates				None.	6	7			
525142T	162.80	Madison	City St.	Walnut St.	City of London	NS	2	2	0	18	35	2536	2004	2086	1567	-519	Lights + Gates				None.	6	7			
528002B	163.25	Madison	SR38-13.28	Main St.	City of London	NS	1	1	0	18	35	6080	2004	1811	1332	-479	Lights + Gates				None.	6	7			
528001U	163.35	Madison	City St.	Oak St.	City of London	NS	1	1	0	18	35	1779	2004	20	18	-2	Lights				None.	6	7			
527998F	163.45	Madison	City St.	First. St.	City of London	NS	2	1	1	0	35	602	2004	1801	1334	-467	Lights				None.	6	7			
527997Y	163.54	Madison	City St.	Madison Rd.	City of London	NS	1	1	0	18	35	1775	2004	906	645	-261	Lights				None.	6	8			
527996S	163.83	Madison	SR42-6.35	High St.	City of London	NS	1	1	0	18	35	8780	2004	1011	706	-305	Lights + Gates				None.	4	8			
527995K	165.5	Madison	Private	Private	-	NS	-	-	-	-	-	-	-				-				To 79mph.	1	3			
527994D	166.46	Madison	Private	Private	-	NS	-	-	-	-	-	-	-				-				To 79mph.	1	2			
527993W	168	Madison	TR96	Robert Mills Rd.	Union Twp.	NS	1	1	0	18	50	211	2004	177	151	-26	Lights + Gates				To 79mph.	0	4	No	$284,000	$284,000
527992P	169.31	Madison	TR95	Davis Rd.	Union Twp.	NS	1	1	0	18	50	79	2000	1455	646	-809	Xbucks	N/A			To 79mph.	2	5	No	$284,000	$0
527991H	169.34	Clark	Private	Private	-	NS	-	-	-	-	-	-	-				-				To 79mph.	2	5			
527989G	169.55	Clark	CR384	Summerford Rd.	Clark Co.	NS	1	1	0	18	50	167	2006	4242	3855	-387	Lights + Gates	Pred.	3000		To 79mph.	2	5	No	$284,000	$284,000
527987T	171.1	Clark	TR101	Stewart Rd.	Harmony Twp.	NS	1	1	0	18	50	144	2006	4323	3939	-384	Lights + Gates	Pred.	3000		To 79mph.	2	6	No	$284,000	$284,000
527986L	171.29	Clark	Private	Private	-	NS	-	-	-	-	-	-	-				-				To 79mph.	2	6			
527985E	171.7	Clark		Cemetary Rd.	Harmony Twp.	NS	1	1	0	18	50	110		2721	1512	-1209	Xbucks	N/A			To 79mph.	3	3	No	$284,000	$0
527984X	172.39	Clark	SR54-3.00	Urbana-Lisbon Rd.	State of Ohio	NS	2	1	1	18	50	1020	2003	3284	2769	-515	Lights + Gates	Pred.	3000		To 79mph.	1	4	No	$284,000	$284,000
527983R	173.88	Clark	TR92	Buena Vista Rd.	Harmony Twp.	NS	1	1	0	18	25	304	2006	3915	3124	-791	Lights + Gates	Pred.	3000		To 79mph, new main track recommended.	1	3	No	$284,000	$284,000
527982J	174.5	Clark	Private	Private	-	NS	-	-	-	-	-	-	-				-				To 79mph, new main track recommended.	1	2			
527981C	175.87	Clark	TR98	Newlove Rd.	Harmony Twp.	NS	3	2	1	27	25	268	2006	3211	2491	-720	Lights + Gates	Pred.	3000		New main track recommended.	0	4	No	$284,000	$284,000
527980V	176.88	Clark	TR95	Fletcher Rd.	Harmony Twp.	NS	1	1	0	18	25	323	2006	506	359	-147	Lights + Gates	Pred.	3000		To 79mph, new main track recommended.	1	4	No	$284,000	$284,000
527979B	177.7	Clark	Private	Private	-	NS	-	-	-	-	-	-	-				-				To 79mph, new main track recommended.	2	4			
527978U	177.9	Clark	CR363	Titus Rd.	Clark Co.	NS	1	1	0	18	25	719	2006	3372	2876	-496	Lights + Gates	Pred.	3000		To 79mph.	2	3	No	$284,000	$284,000
527976F	178.73	Clark	SR41-12.92	S. Charleston St.	City of Springfield	NS	1	1	0	18	25	7780	2003	149	107	-42	Lights + Gates	Pred.	3000		To 79mph.	1	3	No	$284,000	$284,000
527974S	180.94	Clark	City St.	Burnett Rd.	City of Springfield	NS	3	2	1	18	25	15685		162	103	-59	Lights + Gates				None.	1	4			
527973K	181.83	Clark	City St.	Burt St.	City of Springfield	NS	5	3	2	18	25	3931		280	222	-58	Lights + Gates				None.	3	11			
527972D	182.32	Clark	City St.	East St.	City of Springfield	NS	3	2	1	18	25	9422		2336	1520	-816	Lights + Gates				None.	5	17			
527971W	182.60	Clark	City St.	York St.	City of Springfield	NS	1	1	0	18	25	1750		3509	2740	-769	Lights + Gates				None.	8	19			
527969V	182.88	Clark	City St.	Linden Ave.	City of Springfield	NS	1	1	0	18	25	2158		3416	2637	-779	Lights + Gates				None.	10	20			
527967G	183.15	Clark	City St.	South Limestone St.	City of Springfield	NS	1	1	0	18	25	3878		2267	1465	-802	Lights + Gates				None.	12	21			
523485T	183.24	Clark	City St.	Fountain Ave.	City of Springfield	NS	1	1	0	18	25	3159		3113	2299	-814	Lights + Gates				None.	13	21			
523486A	183.35	Clark	City St.	S. Center St.	City of Springfield	NS	1	1	0	18	25	3579		3039	2230	-809	Lights + Gates				None.	14	21			
523488N	183.46	Clark	City St.	Wittenberg Ave.	City of Springfield	NS	1	1	0	18	25	2923		2854	2046	-808	Lights + Gates				None.	15	21			
523490P	183.56	Clark	City St.	Lowry St.	City of Springfield	NS	1	1	0	16	25	1070		3814	3079	-735	Lights + Gates				None.	16	21			
523492D	183.65	Clark	City St.	S. Plum St.	City of Springfield	NS	1	1	0	18	25	2656		0	0	0	Lights + Gates				None.	15	22			
523494S	183.74	Clark	City St.	S. Yellowsprings St.	City of Springfield	NS	1	1	0	18	25	6448		300	218	-82	Lights + Gates				None.	16	22			
523495Y	183.85	Clark	City St.	Race St.	City of Springfield	NS	1	1	0	18	25	533		0	0	0	Lights + Gates				None.	16	21			
523496F	183.90	Clark	City St.	West High St.	City of Springfield	NS	1	1	0	18	25	4014		2935	2136	-799	Lights + Gates				None.	15	21			
523498U	184.01	Clark	City St.	S. Shaffer St.	City of Springfield	NS	1	1	0	18	25	1209		3751	3017	-734	Lights + Gates				None.	17	21			
523500T	184.16	Clark	City St.	Western Ave.	City of Springfield	NS	1	1	0	18	25	3764		346	252	-94	Lights + Gates				None.	16	21			

Crossing	RR Milepost	County	Route	Road Name	LHA	Ownership	Total Tracks	# Main	# Other	#Trains (24hr)	Max Track Speed MPH	AADT	Date of AADT	Rank	Proj. Rank	Rank Change	Warning Devices	Equipment Type	Model	Install Date	Comments	Crossings Within 1 Mile, Each Direction	Crossings Within 2 Miles, Each Direction	Preemption	ORDC Recommended Improvements	Amtrak Improvements
523501A	184.26	Clark	City St.	W. Main St.	City of Springfield	NS	1	1	0	18	25	5787		2287	1479	-808	Lights + Gates				None.	15	21			
523502G	184.31	Clark	City St.	Bell St.	City of Springfield	NS	1	1	0	18	25	629		0	0	0	Lights + Gates				None.	15	21			
523503N	184.41	Clark	City St.	Isabella St.	City of Springfield	NS	1	1	0	12	25	1622		0	0	0	Lights + Gates				None.	14	20			
523504V	184.50	Clark	City St.	N. Bechtle St.	City of Springfield	NS	1	1	0	18	25	8779		1669	1021	-648	Lights + Gates				None.	13	20			
523505C	184.68	Clark	City St.	Zischler St.	City of Springfield	NS	1	1	0	18	25	1036		0	0	0	Lights				None.	12	19			
523506J	184.94	Clark	City St.	Snyder St.	City of Springfield	NS	1	1	0	18	25	842		3959	3277	-682	Lights + Gates	Pred.	3000		To 79mph.	9	18	No	$284,000	$284,000
523507R	185.01	Clark	City St.	W. Main St.	City of Springfield	NS	1	1	0	18	25	5805		1588	1208	-380	Lights + Gates	Pred.	3000		To 79mph.	9	19	No	$284,000	$284,000
523512M	185.62	Clark	Private	Private	-	NS	-	-	-	-	-	-	-	-			-				To 79mph.	3	14			
???		Clark	Private	Private	Unlisted DOT	NS	-	-	-	-	-	-	-	-			-				To 79mph.					
523515H	186.97	Clark	TR146	Old Mill Rd.	Mad River Twp.	NS	1	1	0	18	25	1495	2006	331	268	-63	Lights + Gates	PMD	Circuit		To 79mph.	0	2	No	$284,000	$284,000
262208L	189.17	Clark	TR148	Tecumseh Rd.	Mad River Twp.	NS	2	2	0	18	50	233	2006	3758	2944	-814	Lights + Gates	Pred.	3000		New main track recommended.	0	1	No	$284,000	$284,000
262210M	190.62	Clark	CR315	Enon Rd.	Clark Co.	NS	1	1	0	18	50	6614	2006	1748	1023	-725	Lights + Gates	Motion Sensor	PMD		To 79mph, new main track recommended.	0	1	No	$284,000	$284,000
???		Clark	Private	Private	Unlisted DOT	NS	-	-	-	-	-	-	-	-			-				To 79mph, new main track recommended.					
262214P	193.2	Clark	Private	Private	-	NS	-	-	-	-	-	-	-	-			-				To 79mph, new main track recommended.	2	3			
262213H	193	Clark	TR151	Snider Rd.	Mad River Twp.	NS	1	1	0	28	50	1172	2006	2820	2002	-818	Lights + Gates	Pred.	3000		To 79mph, new main track recommended.	2	3	No	$284,000	$284,000
262215W	193.64	Clark	CR331	Haddix Rd.	Clark Co.	NS	1	1	0	18	50	1309	2006	0	0	0	Lights + Gates	Pred.	HXP-1		To 79mph.	2	4	No	$284,000	$284,000
^^also labeled 523524G														0	0	0						-1			$284,000	$284,000
523526V	194.8	Greene	TR12	Black Ln.	Bath Twp.	NS	1	1	0	18	50	1576	2004	2798	2294	-504	Lights + Gates	Motion Sensor	525		To 79mph.	1	4	No	$284,000	$284,000
523527C	195.52	Greene	City St.	Spangler Rd.	City of Fairborn	NS	1	1	0	18	50	790	2004	3309	2795	-514	Lights + Gates	Motion Sensor	3000		To 79mph.	1	3	No	$284,000	$284,000
523529R	196.9	Greene	SR235-7.57	Xenia Dr.	City of Fairborn	NS	1	1	0	18	50	12996	2004	815	594	-221	Lights + Gates	Motion Sensor	PMD		To 79mph.	1	3	350ft	$484,000	$284,000
527809G	197.6	Greene	City St.	S. Central Ave.	City of Fairborn	NS	3	2	1	18	50	8989	2004	760	568	-192	Lights + Gates	Pred.	3000		To 79mph.	1	2	No	$284,000	$284,000
527810B	198.83	Greene	City St.	Dayton-Yellow Springs Rd.	City of Fairborn	NS	1	1	0	18	50	8903	2004	132	96	-36	Lights + Gates	Pred.	3000		To 79mph.	0	2	120ft	$484,000	$284,000
527817Y	204.9	Montgomery	City St.	McFadden Ave.	City of Dayton	NS	1	1	0	23	50	43	2003	4511	4077	-434	Lights + Gates				To 79mph, new main track recommended.	1	2	No	$284,000	$284,000
527818F	205.57	Montgomery	City St.	N. Irwin Ave.	City of Dayton	NS	2	1	1	22	50	4187	2003	211	147	-64	Lights + Gates	Pred.	3000		To 79mph, new main track recommended.	2	2	No	$284,000	$284,000
527819M	205.92	Montgomery	City St.	Findlay Ave.	City of Dayton	NS	4	2	2	18	50	16628	2004	916	532	-384	Lights + Gates	Motion Sensor	PMD		To 79mph, new main track recommended.	1	2	No	$284,000	$284,000
524622B	208.9	Montgomery	City St.	Washington St.	City of Dayton	NS	2	2	0	18	30	7403		1317	747	-570	Lights + Gates	Pred.	HXP-1		New main track recommended.	4	4	No	$284,000	$284,000
524626D	209.2	Montgomery	City St.	Albany St.	City of Dayton	NS	1	1	0	18	30	640		3438	2577	-861	Lights + Gates	Motion Sensor	PMD		New main track recommended.	4	4	No	$284,000	$284,000
524627K	209.4	Montgomery	City St.	Homestead Ave.	City of Dayton	NS	2	1	1	18	30	580		3492	2644	-848	Lights + Gates	Motion Sensor	PMD		New main track recommended.	4	4	No	$284,000	$284,000
524628S	209.5	Montgomery	City St.	Stewart St.	City of Dayton	NS	1	1	0	18	30	4232	1998	2090	1250	-840	Lights + Gates	Motion Sensor	PMD		New main track recommended.	4	4	No	$284,000	$284,000
524629Y	209.8	Montgomery	City St.	Miami Chapel Rd.	City of Dayton	NS	1	1	0	17	30	2270		2650	1714	-936	Lights + Gates	Motion Sensor	PMD		New main track recommended.	4	4	No	$284,000	$284,000
524638X	213.2	Montgomery	City St.	Sellars Rd.	City of Moraine	NS	2	2	0	18	50	11390		673	511	-162	Lights + Gates	Motion Sensor	PMD		To 79mph. NS Estimate $$$	0	2	No	$284,000	$284,000
524641F	214.4	Montgomery	City St.	Alex Bell Rd.	City of West Carrollton	NS	2	2	0	18	50	18381	2001	84	60	-24	Lights + Gates	Motion Sensor	PMD		To 79mph.	3	5	No	$284,000	$284,000
524644B	214.6	Montgomery	City St.	Alex Rd.	City of West Carrollton	NS	4	3	1	18	50	15777	1999	420	342	-78	Lights + Gates	Relay Controls	3000		To 79mph.	4	5	42ft	$484,000	$284,000
524645H	215.3	Montgomery	City St.	Elm St.	City of West Carrollton	NS	4	3	1	18	50	6229	2000	1149	802	-347	Lights + Gates	Pred.	HXP-1		To 79mph.	4	4	No	$284,000	$284,000
524646P	215.4	Montgomery	Private	Miami Paper Co.	Private	NS	-	-	-	-	-	-	-	-			-				To 79mph.	4	4			
524647W	215.6	Montgomery	Private	Miami Paper Co.	Private	NS	-	-	-	-	-	-	-	-			-				To 79mph.	3	5			
524649K	217.50	Montgomery	City St.	Richard St.	City of Miamisburg	NS	2	2	0	15	45	1890		701	513	-188	Lights				None.					
524650E	217.70	Montgomery	City St.	Kercher St.	City of Miamisburg	NS	2	2	0	18	45	2120		69	54	-15	Lights				None.					
524651L	217.90	Montgomery	City St.	E. Pearl St.	City of Miamisburg	NS	2	2	0	18	45	1170		2440	1905	-535	Lights + Gates				None.					
524652T	218.10	Montgomery	City St.	Buckeye St.	City of Miamisburg	NS	2	2	0	18	45	220		3901	3450	-451	Lights				None.					
524653A	218.20	Montgomery	City St.	E. Maple Ave.	City of Miamisburg	NS	2	2	0	18	45	1070		3316	2799	-517	Lights + Gates				None.					
524654G	218.30	Montgomery	SR725-11.58	Central Ave.	City of Miamisburg	NS	2	2	0	18	45	12570	2003	817	594	-223	Lights + Gates				None.					
524655N	218.35	Montgomery	Ped. Xing	Park St.	City of Miamisburg	NS	2	2	0	18	45	10		0	0	0	Xbucks				None.					
524657C	218.45	Montgomery	Ped. Xing	Linden Ave.	City of Miamisburg	NS	2	2	0	18	45	5420		1421	1045	-376	Lights + Gates				None.					
524658J	218.60	Montgomery	City St.	Lock St.	City of Miamisburg	NS	2	2	0	18	45	280		2361	1857	-504	Lights				None.					
524659R	218.7	Montgomery	City St.	Mound Ave.	City of Miamisburg	NS	2	2	0	18	50	3180		1898	1407	-491	Lights + Gates	DC			To 79mph.	8	10	No	$284,000	$284,000
524661S	220.5	Montgomery	Private		Private	NS	-	-	-	-	-	-	-	-			-				To 79mph.	1	5			
524662Y	220.8	Montgomery	CR66	Farmington Rd.	Montgomery Co.	NS	3	3	0	18	50	1382	2006	2156	1634	-522	Lights + Gates	Pred.	3000		To 79mph.	1	4	No	$284,000	$284,000
524663F	222.1	Warren	City St.	Union Rd.	Village of Carlisle	NS	2	2	0	18	50	618		3118	2599	-519	Lights + Gates	Pred.	3000		To 79mph.	2	5	No	$284,000	$284,000
524664M	222.3	Warren	City St.	Fairview Rd.	Village of Carlisle	NS	2	2	0	18	50	2452		2119	1587	-532	Lights + Gates	Motion Sensor	525		To 79mph.	2	5	No	$284,000	$284,000
524665U	222.7	Warren	SR123-31.74	Central Ave.	Village of Carlisle	NS	2	2	0	18	50	8690	2002	1238	895	-343	Lights + Gates	Pred.	3000		To 79mph.	3	4	No	$284,000	$284,000
524667H	223.5	Warren	City St.	Lower Carlisle Rd.	Village of Carlisle	NS	2	2	0	18	50	3029		234	184	-50	Lights + Gates	Motion Sensor	525		To 79mph.	1	3	No	$284,000	$284,000
524671X	227.39	Butler	City St.	Manchester Rd.	City of Middletown	NS	2	2	0	22	25	6621		1116	863	-253	Lights + Gates				None.					
524672E	227.60	Butler	City St.	Wildwood Ave.	City of Middletown	NS	2	2	0	22	25	1251		2224	1837	-387	Lights + Gates				None.					
524676G	228.95	Butler	City St.	Manchester St.	City of Middletown	NS	2	2	0	22	25	3310		1509	1204	-305	Lights + Gates				None.					

Crossing	RR Milepost	County	Route	Road Name	LHA	Ownership	Total Tracks	# Main	# Other	#Trains (24hr)	Max Track Speed MPH	AADT	Date of AADT	Rank	Proj. Rank	**Rank Change**	Warning Devices	Equipment Type	Model	Install Date	Comments	Crossings Within 1 Mile, Each Direction	Crossings Within 2 Miles, Each Direction	Preemption	ORDC Recommended Improvements	Amtrak Improvements
524677N	229.00	Butler	City St.	Central Ave.	City of Middletown	NS	2	2	0	22	25	19000	2007	660	538	**-122**	Lights + Gates				None.					
524678V	229.10	Butler	SR122-7.57	First Ave.	City of Middletown	NS	2	2	0	22	25	4397	2007	1327	1053	**-274**	Lights + Gates				None.					
524679C	229.50	Butler	City St.	Woodlawn Ave.	City of Middletown	NS	2	2	0	22	25	6400	2007	1137	883	**-254**	Lights + Gates				None.					
524680W	229.6	Butler	City St.	Grand Ave.	City of Middletown	NS	2	2	0	22	50	1060		2354	1954	**-400**	Lights + Gates	AFTAC			To 79mph.	5	8	No	$484,000	$284,000
524682K	230.3	Butler	Private		Private	NS	-	-	-	-	-	-	-	-			-				To 79mph.	3	7			
524683S	231.3	Butler	City St.	Waneta St.	City of Middletown	NS	2	2	0	22	50	2786		44	34	**-10**	Lights + Gates	Pred.	3000		To 79mph.	2	5	No	$284,000	$284,000
524684Y	231.5	Butler	City St.	Oxford State Rd.	City of Middletown	NS	2	2	0	22	50	9737		126	97	**-29**	Lights + Gates	Pred.	3000		To 79mph.	1	5	No	$284,000	$284,000
524685F	232.7	Butler	CR133	Yankee Rd.	Village of Monroe	NS	2	2	0	22	50	6567		1120	868	**-252**	Lights + Gates	Motion Sensor	PMD		To 79mph.	0	2	No	$284,000	$284,000
524690C	237.22	Butler	Private		Private	NS	-	-	-	-	-	-	-	-			-				To 79mph.	1	1			
524693X	237.36	Butler	Private		Private	NS	-	-	-	-	-	-	-	-			-				To 79mph.	1	1			
524698G	240.09	Butler	CR20	Tylersville Rd.	Butler Co.	NS	2	2	0	22	50	16290	2005	719	578	**-141**	Lights + Gates				None.					
524701M	242.10	Butler	TR120	Station Rd.	Union Twp.	NS	2	2	0	22	50	5600	2004	1200	955	**-245**	Lights + Gates				None.					
524704H	243.30	Butler	TR125	Dimmick Rd.	Westchester Twp.	NS	2	2	0	22	50	6420	2004	1131	883	**-248**	Lights + Gates				None.					
524707D	245.1	Hamilton	City St.	Hauck Rd.	Village of Sharonville	NS	2	2	0	18	30	6601	2006	1391	788	**-603**	Lights + Gates	Motion Sensor	PMD		New main track recommended.	1	4	146ft	$484,000	$284,000
524712A	245.5	Hamilton	City St.	E. Kemper Rd.	Village of Sharonville	NS	2	2	0	18	30	8872	2006	1222	677	**-545**	Lights + Gates	Pred.	3000		New main track recommended.	3	3	165ft	$484,000	$284,000
524713G	246.2	Hamilton	City St.	Main St. / Reading Rd.	Village of Sharonville	NS	2	2	0	18	30	6381	2006	912	531	**-381**	Lights + Gates	Pred.	3000		New main track recommended.	2	3	No	$284,000	$284,000
524714N	246.3	Hamilton	City St.	Hill St.	Village of Sharonville	NS	4	3	1	18	30	16	2006	3247	2636	**-611**	Xbucks	N/A			New main track recommended.	2	3	No	$284,000	$0
524879L	15.40	Hamilton	US42-11.37	Reading Rd.	City of Reading	I&O	1	1	0	24	25	16844	2006	565	453	**-112**	Lights + Gates			2002	To 49mph.	5	8	400ft	$350,000	$350,000
524878E	15.27	Hamilton	City St.	E. Columbia Ave.	City of Reading	I&O	1	1	0	6	25	13840	2006	1480	830	**-650**	Lights + Gates				To 49mph.	6	8	400ft	$500,000	$500,000
524877X	15.20	Hamilton	City St.	Mechanics St.	City of Reading	I&O	1	1	0	24	25	1828	2006	2260	1886	**-374**	Lights + Gates				To 49mph.	6	8	No	$500,000	$500,000
524876R	15.00	Hamilton	City St.	Vine St.	City of Reading	I&O	1	1	0	10	25	730	2006	2158	1496	**-662**	Lights				To 49mph.	7	9	No	$600,000	$500,000
524875J	14.90	Hamilton	City St.	Benson Ave.	City of Reading	I&O	1	1	0	24	25	6566	2006	1338	1076	**-262**	Lights + Gates				To 49mph.	7	9	No	$500,000	$500,000
524872N	14.50	Hamilton	City St.	Elizabeth St.	City of Reading	I&O	1	1	0	24	25	70	2008	5049	840	**-4209**	Xbucks	N/A			To 49mph.	8	9	No	$600,000	$0
524871G	14.3	Hamilton	Private		Private	I&O	-	-	-	-	-	-	-	-			-				To 49mph.	7	9			
524869F	14.10	Hamilton	City St.	Galbraith Rd.	City of Reading	I&O	1	1	0	4	25	18020	2006	1579	802	**-777**	Lights + Gates				To 49mph.	5	9	187ft	$450,000	$250,000
524868Y	13.60	Hamilton	City St.	Sunnybrook Dr.	City of Reading	I&O	1	1	0	0	25			5800	5675	**-125**	Lights				To 49mph.	4	9	No	$400,000	$250,000
524867S	13.06	Hamilton	City St.	Section Rd.	City of Cincinnati	I&O	1	1	0	24	25	5087	2006	2633	1875	**-758**	Lights + Gates			1997	To 49mph.	1	6	No	$50,000	$50,000
524863P	10.47	Hamilton	City St.	Lester Rd.	City of Cincinnati	I&O	1	1	0	8	25	3207		1115	636	**-479**	Lights				To 49mph.	0	0	No	$190,000	$50,000
524852C	8.2	Hamilton	Private	-	Private	I&O	-	-	-	-	-	-	-	-			-				To 49mph.	1	1			
524850N	7.80	Hamilton	City St.	Woodland Rd.	Village of Fairfax	I&O	1	1	0	8	25	148	2008	2034	1012	**-1022**	Xbucks	N/A			To 49mph.	1	1	No	$190,000	$0
																									$54,994,000	$40,782,000

Aug 2009 Average Warning Device Cost on CJ Corridor is $284,000
Estimated Average Warning Device Cost on CSX is $234,741 for ORDC Recommendations
Estimated Average Warning Device Cost on CSX is $156,842 for Amtrak Recommendations

FY10/11 Projects
Current (FY2009) Project
Private Crossing

For Crossings being Changed

166	Speed increase to 79mph	23	Crossbucks only
16	Speed increase to 60mph	9	Lights only
13	Speed increase to 49mph	174	Lights + Gates
33	Additional track only	206	Public Crossings
39	Speed increase + additional track*	62	Private Crossings
1	Speed increase + other (Weber Rd.)	268	Total
268	Total		

*all speed increases + additional track involve 79mph speed increases

Assumptions

All existing light & gate installations (units) are MUTCD & FRA compliant, i.e. $0 for corrective action involving the physical units (not including circuitry upgrades)

Preemption data and distances to signalized HW-HW intersections has been provided by satellite pictures, and thus may be subject to change.

All crossings with signalized traffic signals within 600ft of the crossing will be analyzed.

All crossings with signalized traffic signals within 300ft of the crossing will likely require railroad preemption and a factor of $200,000 is added to the costs of those crossings.

Rankings current as to **Feb 2, 2010**.

MEMORANDUM
March 4, 2010

TO: ORDC Commissioners
FROM: Megan McClory
SUBJECT: Finance Report

Accomplishments and Highlights of the Finance Section from January 7, 2010 to March 4, 2010:

1. **Financial Statements.** Staff has prepared statements to reflect current outstanding loans, revenue collection, and project balances. Those statements are included with this report.

2. **ARRA Projects.** ORDC has been working with colleagues at ODOT and the Ohio Division of the Federal Highway Administration to administer approximately $70 million of Ohio's ARRA funds for rail-related projects. All projects have been authorized by the Federal Highway Administration for funding and are in various stages of preparation/bidding/construction/completion.

3. **ORDC Staffing.** We are working with ODOT Human Resources to fill the Planner 3 position from which Beverly Lee retired at the end of January. The position was posted until February 17, and we hope to interview candidates as soon as possible. We have also requested that Tom Burns' appointment be extended so that he can continue assisting with ARRA project implementation, 3C development, and the cross buck assembly and pre-emption safety programs.

4. **Marne Bridge.** At its November meeting, the Commission approved funding to eliminate an overhead bridge across the Panhandle Line that accesses two residences. Unfortunately we have not been able to come to agreement with the adjoining property owner to remove the bridge so the Licking County Engineer's Office, the Ohio Central Railroad, and Madison Township are working with us to identify another solution.

5. **ORDC Grant & Loan Status.** We re-closed the Maumee & Western Hot Start loan at the end of February. The railroad used the $90,000 loan to purchase and install hot start units on three of its locomotives. Ohio Basic Minerals, for whom the Commission previously approved a loan of up to $120,000, has decided to not move forward with the loan after they received additional grant assistance from the Public Utilities Commission. The fiscal staff is in the process of getting other grants and loans under agreement and encumbered prior to the end of the fiscal year in June.

OHIO RAIL DEVELOPMENT COMMISSION: March 2010 Finance Report

GRF APPROPRIATION AVAILABLE FOR PROJECTS

GRF APPROPRIATION FOR PROJECTS		**1,405,050**
LESS: BUDGET REDUCTION (net)		
LESS: PROJECTS ENCUMBERED or DISBURSED		
City of Lebanon LM&M Tourist Railroad Rehabilitation	**25,000**	
Cleveland Commercial Randall Secondary	**110,000**	
Indiana & Ohio Lancaster Industrial Track Rehab	**114,310**	
Indiana & Ohio Midland Sub Phase II	**200,000**	
Indiana Eastern Railroad Bridge Repairs	**100,000**	
Mercer Landmark	**100,000**	
Ohio Basic Minerals	**30,000**	
Ohi-Rail/Piney Fork Bridges & Crossings	**94,137**	
Operation Lifesaver	**1,300**	
Wheeling & Lake Erie Maumee River Swing Bridge	**155,000**	
LESS: PROJECTS APPROVED BUT NOT ENCUMBERED		
Bellaire Harbor Services	**80,000**	
Deltech Polymers	**24,000**	
Ohio Central Swing Bridge Repair	**131,015**	
LESS: PROPOSED GRF COMMITMENTS FOR FY 2010		
Island Aseptics	**72,415**	
TOTAL	*1,237,177*	*-1,237,177*
BALANCE OF GRF APPROPRIATION FOR PROJECTS		***167,873***

RAIL FUND 4N40 - REVOLVING LOAN FUND	**Uses of funds**	**Spending Authority**	**Cash**
Cash Balance as of 3/4/10			**5,808,270**
LESS: OPEN ENCUMBRANCES	1,718,000		
LESS: PANHANDLE RESERVE FUND	762,600		
TOTAL	*2,480,600*		*-2,480,600*
FISCAL YEAR 2010 APPROPRIATION		**2,111,500**	
LESS: PAYROLL FROM LOAN AND LICENSE FEES (Budgeted)	196,534		
LESS: PROJECTS ENCUMBERED or DISBURSED			
Ohio Basic Minerals	**32,000**		
LESS: PROJECTS APPROVED BUT NOT ENCUMBERED			
Ashland Railway Mansfield to Willard Line (Loan)	**280,000**		
Columbus & Ohio River; Marne Bridge (Grant)	**136,855**		
Deltech Polymers (Loan)	**337,457**		
New Horizons Baking Company (Loan)	**50,000**		
LESS: PROPOSED COMMITMENTS FOR FY 2010			
TOTAL	*1,032,846*	*-1,032,846*	*-2,111,500*
APPROPRIATION BALANCE OF FUND 4N40 AVAILABLE FOR PROJECTS		***1,078,654***	
ADDITIONAL CASH BALANCE OF FUND 4N40 AVAILABLE*			***1,216,170***

**Funding projects beyond the appropriation balance would require Controlling Board approval.*

FY 2010 Project Balance Summary

Remaining GRF Appropriation for Projects	**167,873**
Remaining 4N40 Appropriation for Projects	**1,078,654**
Balance of ORDC Appropriations for Projects	**1,246,527**

ORDC - Loan Payback (Active Loans)
March 1, 2010

	Loans	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	App, Loan, Interest & Admin. Fees	Total Payments
FY03 Portage Cty Solid Wst Mgmt. *	$80,000	$16,495	$9,622							***$3,279***	***$83,279***
*FY04 Columbiana County Port Authority **	*$2,098,047*	*$430,072*	*$433,408*	*$216,704*						*$110,059*	*$2,208,105*
FY04 Maumee & Western *	$199,088	$29,502	$29,502	$17,209						***$8,460***	***$207,548***
FY05 Seneca-Sandusky-Tiffin Port Auth*	$290,000	$61,217	$10,203							***$16,267***	***$306,267***
FY05 Ashland RW (Mansfield Yard Rehab)*	$500,000	$106,935	$8,911							***$41,285***	***$541,285***
FY05 I&O (Fulton County Processing, Ltd)*	$242,335	$52,681	$8,780							***$24,266***	***$266,601***
FY07 Marion Industrial Center *	$273,000	$68,569	$68,569	$68,569	$22,856					***$32,078***	***$305,078***
FY07 WESTCO *	$308,000	$47,013	$50,026	$50,026	$50,026	$50,026	$25,013			***$35,760***	***$343,760***
FY08 WESTCO (Sugar Creek Bridge) *	$280,417	$40,060	$41,885	$43,189	$43,189	$43,189	$43,189	$17,995		***$20,147***	***$300,565***
FY07 Village of Leipsic *	$825,000	$126,923	$131,318	$135,713	$135,713	$135,713	$135,713	$67,857		***$52,702***	***$877,702***
FY09 Lancaster Port Authority *	$145,163	$48,952	$49,743	$29,017						***$4,911***	***$150,074***
FY09 WESTCO (Springfield/WCH) *	$400,000	$52,381	$57,143	$60,079	$60,345	$60,345	$60,345	$60,345	$5,029	***$20,513***	***$420,513***
FY06 Harrison Ethanol ***	$500,000										
FY06 Wheeling & Lake Erie ***	$150,000										
FY07 Wheeling & Lake Erie ***	$378,600										
FY08 MGQ, Inc. ***	$300,000										
FY08 City of Jackson ***	$300,000										
	$7,269,650	**$1,080,799**	**$899,110**	**$620,507**	**$312,130**	**$289,274**	**$264,261**	**$146,198**	**$5,029**	***$369,726***	***$6,010,776***

Loan Amount Received to Date: **$639,940**
Loan Balance Due: **$440,859**

*Loans Active
**Loans Paid Off
***Loans in Process

2 of 8

Revenue Received FY 2010
February 2010

Name	CT #	Invoice #	Reimburse-ments 7002/GRF	Refund 4N4(53490)	Gas & Oil Leases, Royalties and Other - 4N4 (49995)	ORDC Loan Payment - 4N4 Fees (29991)	Princ. (79955)	Inter. (79956)	Running Total
Ashland Railway		Electronic					8,793.17	118.04	658,600.11
I&O (FCP)		Electronic					4,305.73	84.34	662,990.18
Lancaster Port Authority		Electronic					3,930.21	215.06	667,135.45
MIC		Electronic					4,913.74	800.38	672,849.57
Maumee & Western RR		Electronic					2,362.16	96.31	675,308.04
SST Port Authority		Electronic					5,022.64	78.76	680,409.44
Village of Leipsic		Electronic					10,576.92	0.00	690,986.36
WESTCO #1		Electronic					3,234.87	933.96	695,155.19
WESTCO #2		Electronic					3,338.30	0.00	698,493.49
WESTCO #3		Electronic					4,761.90	0.00	703,255.39
Range Resources (Great Lakes Ener.)	71	RA0053			250.00				703,505.39
Level 3 Comm. (cable fee 9yrs)	71	RA0058			5,400.00				708,905.39
TE Products Pipeline	72	RA0055			250.00				709,155.39
Columbia Gas of Ohio	72	RA0052			500.00				709,655.39
Resource Energy	73				74.20				709,729.59
Portage County (Solid Waste)	74	RA0048					1,354.12	20.45	711,104.16
Wheeling & Lake Erie (Nickles Bakery)	75	RA0059	4,650.00						711,104.16
Aleris International (Rock Creek Alum)	76	RA0063			1,250.00				712,354.16
Genesee Wyomining	76	RA0064			2,500.00				714,854.16
Genesee Wyomining	76	Apex-January			7,000.00				721,854.16
		Monthly Total	4,650.00	0.00	17,224.20	0.00	52,593.76	2,347.30	72,165.26
		Grand Total	4,791.96	0.00	135,355.70	67,435.37	503,249.26	15,813.83	721,854.16

OHIO RAIL DEVELOPMENT COMMISSION
APPROPRIATION LEDGER
For Month Ending February 28, 2010

FUND	SAC	FEDERAL STATE/OTHER	ORIGINAL APPROPRIATION	TRANSFERS	UNASSIGNED	ADJUSTED APPROPRIATION	OPEN ENCUMBRANCES	TOTAL DISBURSED	UNENCUMBERED BALANCE	PERCENT UNOBLIGATED	SAC DEFINITION
GRF	4FA5	STATE	2,125,835.00	(20,000.00)	860,975.00	1,244,860.00	828,447.00	101,300.00	315,113.00	25.31%	GRANT (ALL)
GRF	465M	STATE	35,000.00	45,500.00	0.00	80,500.00	27,000.00	46,604.34	6,895.66	8.57%	PERSONAL SERVICE/OTHER
GRF	4651	STATE	754,000.00	0.00	37,162.33	716,837.67	0.00	469,552.72	247,284.95	34.50%	PAYROLL
GRF	4652	STATE	156,936.00	(25,500.00)	32,936.00	98,500.00	0.00	10,015.83	88,484.17	89.83%	OFFICE EXPENSE
	FUND TOTAL		**3,071,771.00**	**0.00**	**931,073.33**	**2,140,697.67**	**855,447.00**	**627,472.89**	**657,777.78**	**30.73%**	**FUND TOTAL - GRF**
7002	4FN7	FEDERAL	1,351,000.00	1,166,787.04	0.00	2,517,787.04	0.00	178,636.85	2,339,150.19	92.91%	GRADE CROSSING PAVEMENT
7002	4FPM	FEDERAL	12,000.00	0.00	0.00	12,000.00	0.00	0.00	12,000.00	100.00%	GRADE CROSSING PERSONAL SERVICE
7002	4FP1	FEDERAL	637,000.00	0.00	16,580.79	620,419.21	0.00	399,761.82	220,657.39	35.57%	GRADE CROSSING SAFETY'S PAYROLL
7002	4FP7	FEDERAL	11,000,000.00	5,084,693.16	0.00	16,084,693.16	4,285,364.96	591,268.06	11,208,060.14	69.68%	GRADE CROSSING DEVICES
7002	4SP1	FEDERAL	243,000.00	0.00	0.00	243,000.00	0.00	26,290.69	216,709.31	89.18%	GRADE CROSSING SAFETY'S PAYROLL
	FUND TOTAL		**13,243,000.00**	**6,251,480.20**	**16,580.79**	**19,234,899.41**	**4,285,364.96**	**1,195,957.42**	**13,996,577.03**	**72.77%**	**FUND TOTAL - 002**
4N40	6FC5	OTHER	0.00	136,855.00	0.00	136,855.00	0.00	0.00	136,855.00	100.00%	RAIL TRAN - GRANTS
4N40	6FC9	OTHER	1,914,966.00	(144,855.00)	0.00	1,770,111.00	120,000.00	0.00	1,650,111.00	93.22%	RAIL TRAN - LOANS
4N40	6FD9	STATE	762,600.00	0.00	0.00	762,600.00	0.00	0.00	762,600.00	100.00%	PANHANDLE LEASE PAYMENT
4N40	6111	STATE	196,534.00	8,000.00	5,033.88	199,500.12	0.00	130,862.70	68,637.42	34.40%	PAYROLL(PROPERTY MGNT)
	FUND TOTAL		**2,874,100.00**	**0.00**	**5,033.88**	**2,869,066.12**	**120,000.00**	**130,862.70**	**2,618,203.42**	**91.26%**	**TOTAL - OTHER ASSISTANCE**
	GRAND TOTAL		**19,188,871.00**	**6,251,480.20**	**952,688.00**	**24,244,663.20**	**5,260,811.96**	**1,954,293.01**	**17,272,558.23**	**71.24%**	

APPROVED PROJECT BRIEFING:
ISLAND ASEPTICS RAIL SPUR

March 4, 2010

Project Costs		Project Benefits
- ORDC Grant	$72,415	- 100 New Jobs
- ARC Grant	$72,415	- 68 Jobs Retained
		- 75 to 400 New Carloads/Year on Marginal Branchline

INTRODUCTION: Island Aseptics Corporation (Island) requested that ORDC match a $72,415 grant from the Appalachian Regional Commission (ARC) to build a 550 foot long rail spur off of the Ohio Central Railroad line in Byesville to help facilitate a $12.5 million Island expansion. The Executive Director and Chair have approved the ORDC expenditure of $72,415 to match the ARC grant.

BACKGROUND:

Ohio Central Newark to Cambridge/Byesville Rail Line: Island is located near the end of the Ohio Central's 25 mile long branchline between Zanesville and Cambridge/Byesville. Colgate Palmolive in Cambridge is by far the biggest rail user on this portion of track. Before the recent recession, the line was generating about 2,000 carloads a year of traffic. The Ohio Central invests much more per mile in this portion of the line than it recoups in profits. The line is only marginally profitable. Last year, the Ohio Central applied for $187,500 in ORDC grant funding to match a like amount of Ohio Central funding to install 5,000 ties along the line. ORDC was not able to fund the project due to budget constraints. The Ohio Central did not perform the project on its own. Ohio Central has been working with Island for five years to get Island on line as a rail customer.

Island Aseptics: Island Aseptics was recently purchased by Island Oasis. The Island Aseptic Byesville plant has been a drink and food packaging and production facility since 1984 under various company names. The Byesville plant is currently a 163,000 sq. ft. facility that employs 68 people.

"Aseptics" is a closed loop process by which drink and food products are pasteurized and packaged in sterilized containers. This allows products to be shipped and stored without being refrigerated. Children's juice boxes are a good example of aseptic packaging. Island Aseptics currently provides products and services to companies such as WalMart, Lipton, Arizona Ice Tea, Tropicana, Aldi, Kroger, Stop & Shop, Delmonte, Welchs, and many other companies. It also provides drink mixes (daiquiris, margaritas, & others) to Island Oasis which is a major distributor for these products as well as various fruit drinks and smoothies.

Island Oasis can get its products from four different plants it owns but is looking to consolidate production in Byesville. The Byesville plant is the only one of the four that can be served by rail. To meet the Island Oasis demand and the demand generated by other contracts, Island Aseptics needs to add both freezer and dry warehousing space which will require 80,000 sq. ft. of new buildings. Total expansion costs will exceed $12.5 million. Rail is a critical element for the expansion in order for the Byesville plant to keep transportation costs down.

Island Aseptics averages 33 trucks per day of inbound and outbound product. Some of the inbound products come in from overseas via various ocean ports. Outbound product can be shipped as far as Los Angeles and there is also some limited exporting of finished product. While exact carloadings are difficult to project, it appears there is a very good opportunity for the expansion to generate refrigerated cars inbound with juices and raw materials as well as other possible inbound and outbound carloadings for a variety of products. Island Aseptics estimates that between 75 and 400 carloads could be generated annually after the expansion.

PROJECT DESCRIPTION: The drawing included herein as Exhibit "A" shows the outline of the plant expansion and a diagram of the new rail spur. The detailed cost estimate used for this project is included as *Exhibit* "B". Total project costs are estimated to be $144,830. Island will be responsible for any rail spur cost above $144,830. It will own the new spur and be responsible for its continued maintenance. The Ohio Central will own the turnout and be responsible for its continued maintenance. The ARC grant which ORDC is matching will flow through the Guernsey County Port Authority.

WHY ORDC FUNDING IS NEEDED: ORDC funding is part of a package of state and local incentives to help facilitate the Island expansion that has been considered off and on for the last five years.

OTHER FUNDING:

- ORDC will match an ARC grant dollar for dollar.
- Guernsey County will allocate $3.7 million of its federal Recovery Zone Facility Bond authority to the State of Ohio for a project loan.
- The Ohio Department of Development will provide significant loan financing and other incentives.

PROJECT BENEFITS

- Island will create 100 new jobs & retain 68 existing jobs.
- Island will generate from 75 to 400 new carloads a year of business on a marginal branchline.

SPECIAL CONTINGENCIES: The Executive Director's commitment letter to Island specified that ORDC would require that Island commit to generate 75 carloads of traffic a year within three years of the completion of the rail project.

w:IslandAsepticAprovedProjectBriefingFINAL

"EXHIBIT A"

Proposed Track Construction
Proposed Freezer Construction
Proposed Warehouse Construction
Existing Building
NOTE: CENTER LINE OF EXISTING TRACK NOT BY SURVEY
FACE PLANTER
180.3' FACE RAMP POST TO PT
67.87' END PT TO CORNER
D=12°30'
R=458.4'
22.7'
12'
25.1'

"EXHIBIT B"

P. O. Box 370 • Cambridge, Ohio 43725-0370 • (740) 439-5553

General Contractor

Island Aseptics
Attn: George Buffington
100 Hope Road
Byesville, OH 43723

JOB NAME/LOCATION:

Removal and relocation
of railroad spur.

PROPOSAL

Higgins Building Co. Inc. appreciates the opportunity to provide this proposal for the renovation/relocation of the railroad spur at your facility at 100 Hope Road, Byesville, Ohio. The work below will be done by ACME Construction Co., Inc. Of Cleveland, Ohio unless specifically noted otherwise. Please review the detailed scope of work below provided by ACME Construction Co., Inc. December 16th, 2009:

Documents and/or information used for pricing:

1. Preliminary Site Plan, Floor Plan and Elevations.
2. Preliminary rail line layout by ACME (Attached).
3. Soil borings by J&L Laboratories April, 2002.

SCOPE OF WORK

SITE SURVEYING AND EXISTING TRACK REMOVAL:

1. Perform the necessary site survey and inspection of existing conditions and the necessary engineering and surveying layout work to properly layout the new railroad track siding.
   LUMP SUM ..... **$ 11,500.00**

2. Remove the approximately 350 lineal feet of existing standard gauge railroad track from the existing building door out to the property line. We will remove and dispose of off site the scrap cross ties and fouled ballast within this area.
   LUMP SUM ..... **$ 3,240.00**

3. Remove the existing No. 8 right hand, 115 lb. RE Turnout from the main branch line railroad track. **LUMP SUM** ..... **$ 1,500.00**

4. Remove approximately 100 lineal feet of standard gauge railroad track from the existing main branch railroad track in order to provide a new location for the No. 8 Turnout material removed in Item # 3 above.
   LUMP SUM ..... **$ 900.00**

NEW RAILROAD ROAD BED PREPARATION:

5. Perform necessary excavation and grading work required to prepare new railroad sub-grade for the relocated No. 8, 115 lb. RE existing turnout material.
   LUMP SUM ..... **$ 1,000.00**

34

6. Perform necessary excavation and grading work require to prepare a new railroad sub-grade for the approximately 100 lineal feet of standard gauge railroad track which will be relocated to where the No. 8, 115 lb. RE existing turnout had previously been.
LUMP SUM ..... **$ 1,000.00**

7. Perform necessary excavation and grading work required to prepare the sub-grade for approximately 500 lineal feet of new standard gauge railroad track. This work will include stripping of top soil and moving existing earth to prepare the railroad roadbed from the heel of the relocated turnout to the end of the track near the new Proposed Freezer Building.
LUMP SUM ..... **$ 27,750.00**

8. We will furnish and install a new 12" diameter x 40'-0 long culvert on the northeast side of the existing branch mainline railroad track at or next to the location of the proposed turnout.
LUMP SUM ..... **$ 2,500.00**

8a. We will furnish and install a new 12" diameter x 20'-0 long steel casing pipe, if necessary under the track near the building to provide a conduit for the fire loop.
LUMP SUM ..... **$ 1,950.00**

9. If required, ACME will furnish and install geo-textile filter fabric on top of the newly prepared sub-grade road bed ..... **Additional Cost**

10. Furnish and install the necessary new ODOT # 304 crushed sub-ballast material to a compacted depth of 6" x 15'-0 wide at the toe of the slope to provide a base for the track.
QUANTITY 275 Tons x $20.00 ..... **$ 5,500.00**

TRACK CONSTRUCTION (New Spur Track to Proposed Building Dock):

11. Construct approximately 500 lineal feet of standard gauge railroad track. We will furnish and install good quality 100 lb. or heavier relay rail, matching relay joint bars, matching relay single shoulder tie plates, new 7" x 9" x 8'-6" oak and mixed hardwood industrial grade cross ties spaced on 21" centers, new track spikes, new track bolts with lock washers and 6" of new crushed limestone ballast material tamped underneath the cross ties.
QUANTITY 500 Lineal Feet x $100.00 ..... **$50,000.00**

TRACK CONSTRUCTION (Replace Void in track at # 8 Turnout):

12. Construct approximately 100 lineal feet of standard gauge railroad track. We will re-use the good quality 100 lb. RB relay rail, relay joint bars and relay tie plates remove in Item # 4 above. We will furnish and install new 7" x 9" x 8'-6" oak and mixed hardwood industrial grade cross ties spaced on 21" centers to replace the existing defective cross ties found to be in this branch mainline track, new track spikes, new track bolts with lock washers and 6" of new compacted limestone ballast material tamped underneath the cross ties.
QUANTITY 100 Lineal Feet x $70.00 ..... **$ 7,000.00**

13. Re-use the 11 lbs. RE to 100 lbs, RB compromise joint bars removed in Item # 2 above.
LUMP SUM ..... **$ 100.00**

14. Construct on each No. 8, 115 lbs. RE Turnout, complete. We will re-use the turnout material, turnout rails, turnout joint bars, turnout tie plates and switch stand removed in Item # 3 above. Furnish and install new 7" x 9" x various length switch timbers (9'-0 to 16'-6"), new track spikes, new track bolts with lock washers and 6" of new crushed limestone ballast material tamped underneath the switch timbers. (NOTE: The turnout will be installed approximately 320 feet south of its current location This is the turnout is the one currently to the facility that is not being utilized). **LUMP SUM** ..... **$ 19,500.00**

15. Furnish and install the necessary new pre-fabricated oak and mixed hardwood creosote treated, solid timber panel crossing material necessary to construct approximately 20 track feet of solid timber panel crossing material to allow for truck traffic over the track in the curved portion of the spur. **LUMP SUM** ..... **$ 4,587.00**

16. We will furnish and install a Hayes type WA bumping post complete with two (2) each 18'-0 long inside middle stiffening rails at the end of the siding near the proposed Facility Expansion. **LUMP SUM** ..... **$ 4,950.00**

17. Furnish and install one (1) PUCO "Close Clearance" sign complete with accompanying lift fixture. Rail contractor will assist with the preparing the proper forms for application of Ohio PUCO in order to apply for permission to use PUCO railroad "Close Clearance: condition at the new loading/unloading dock area. (NOTE: Electrical hook-up will need to be completed by the owner's maintenance staff).
LUMP SUM ..... **$ 1,852.00**

CLARIFICATIONS / ASSUMPTIONS:

1. We assumed that the standard installation methods would be adequate, if soil stabilization is required it would be an additional cost.
2. Excavation was calculated assuming standard soils would be encountered, hard excavation would be considered extra work. If we encounter hard excavation we will perform the excavation on a time and material basis or a price of $875.00 per cubic yard. Hard excavation is defined as congealed or fused ballast, concrete, rock or other similar materials.
3. We assume that there are no hazardous materials or waste contained within the area of excavation.
4. We assume work would take place during normal business hours - No overtime, premium time included (Monday - Friday, 8:00AM - 4:30PM)
5. Locating underground or above ground utilities would be by others.
6. We assume that work will be performed when the track is clear of snow and the ground not frozen.
7. We assume that excavation will uncover standard hardwood cross ties.
8. Railroad track will have to be free of both railroad and vehicular traffic for the duration of construction on the mainline and turnout.
9. That reused material can remain onsite between removal and relocation work.
10. Removed railroad track material including cross ties and switch ties will remain on the owner's plant property in an area adjacent to that from which was removed.
11. Our work would be limited to the Scope of Work detailed in this proposal only.
12. We have a included one (1) mobilization of personnel and equipment to the site.
13. We include a one (1) year warranty on material and workmanship after project completion.
14. Costs have been calculated with net 30 day payment terms.
15. Underground utilities will be located by call the Ohio Utilities Protection Service, any addition underground lines or utilities will need to be located by the owner.
16. We assume that the track is 22'-0 off of the property line and a 12.5 degree curvature will be acceptable for this project.
17. The serving railroad has been contacted by ACME Construction and given verbal approval to relocate the existing turnoff.
18. Soils and spoils will be leveled off with adjacent ground.

Island Aseptics
Attn: George Buffington

Removal and relocation
of railroad spur

EXCLUSIONS:

1. No allowances for repair of the floor slab, building, overhead doors and/or barriers where the existing railroad spur is to be removed have been made.
2. Hazardous material removal or disposal, including, but not limited to permits, testing, etc.
3. Asbestos testing and/or abatement is not included.
4. Site clean-up, unforeseen conditions, underground obstructions, tanks, etc.
5. Hard soils and/or rock excavation are not included.
6. Landscaping would be by the owner or owner's separate contractor.
7. Temporary utilities would be available to the contractor at no cost.
8. Unforeseen conditions, underground or above ground utilities.
9. State and local sales tax is not included in this proposal
10. Performance and/or Bid Bond is available at an additional cost.
11. Existing or new security/perimeter fencing would be by the owner if required.

WE PROPOSE hereby to furnish material and labor - complete in accordance with the above specifications, for the sum of:

ONE HUNDRED FORTY-FOUR THOUSAND EIGHT HUNDRED TWENTY-NINE DOLLARS
($ 144,829.00)

Note: This proposal is subject to acceptance by December 31st, 2009

Payment to be made as follows: Net payments to be made upon completion for 100% of material and labor furnished during previous month. subject to payment of contract price upon completion and acceptance by the operating railroad of all work proposed above. A finance charge of 1.5% per month will be applied to all amounts which remain unpaid after 30 days from the date appearing on the invoice.

All material is guaranteed to be as specified. All work to be completed in a professional manner according to standard practices. Any alteration or deviation from above specifications involving extra costs will be executed only upon written orders, and will become an extra charge over and above the estimate. All agreements contingent upon strikes, accidents or delays beyond our control. Owner to carry fire, tornado and other necessary insurance. Our employees are fully covered by Worker's Compensation insurance.

Signature: _____ Date 12/18/2009
Martin Higgins, Vice President

NOTE: This proposal may be withdrawn by us if not accepted within 30 days.

ACCEPTANCE OF PROPOSAL The above prices. specifications and conditions are satisfactory and are hereby accepted. You are authorized to do the work as specified. Payment will be made as outlined above.

Signature: _____ Date_____

Y:\Jobs\Island Aseptics 59077 Freezer & Warehouse\RR Spur Work\PRO RR Spur draft wpd

37

Ohio Rail Development Commission

1980 West Broad Street • Columbus, Ohio 43223
614-644-0306 (telephone) • 614-728-4520 (fax) www.dot.state.oh.us/ohiorail

March 11, 2010

Pursuant to Ohio Rail Development Commission Resolution 99-15 "Spending and Signatory Guidelines," the undersigned hereby approves of the project described in the Approved Project Briefing entitled **ISLAND ASEPTICS RAIL SPUR** and dated March 4, 2010, as described in that briefing.

Matthew R. Dietrich
Executive Director

James G. Bradley
Chairman

Ohio Rail Development Commission

1980 West Broad Street • Columbus, Ohio 43223
614-644-0306 (telephone) • 614-728-4520 (fax) www.dot.state.oh.us/ohiorail

To: ORDC Commissioners

From: Chairman Jim Bradley

Re: Committee Structure Proposal

Date: March 4, 2010

I appreciate both the hard work of the Commissioners as well as the concerns raised to both myself and Executive Director Dietrich in regard to modifying the current Committee structure. It is very obvious from the comments that no one on this Commission takes their charge lightly and everyone is truly dedicated to the success of this organization.

For your reference, I have attached the notes from the December meeting of the Special Committee that reviewed the current committee structure, along with a mission statement for the Human Resources Committee that was prepared by Commissioners Jackson and Sowers.

After taking into consideration the interests and opinions of the commissioners, input from staff that was brought forward to the Committee meeting in December as well as other suggestions of staff, I would like to suggest the following to move forward:

1. Maintain the Human Resources and Economic Development/Long Term Strategy Committees as Standing Committees of the Commission
2. Create the Contract and Property Advisory Committee (Big Deal Committee)
3. Eliminate the following Standing Committees: Legislative, Budget and Finance Committees
4. Maintain the Ad Hoc Panhandle Long Term Lease Advisory Committee
5. Eliminate the Ad Hoc Liability Committee

Each commissioner would serve on only one Standing Committee. I propose that Commissioners let me know which committee they are interested in serving prior to the Spring Retreat so that we can make this issue one of the agenda items for the Spring Retreat. At the Spring Retreat we can assign Commissioners to committees and then meet in those groups to develop charters or mission statements (ie. essentially what the committees hope to accomplish). Then we can then reconvene and discuss as a Commission the goals of each committee.

After that discussion, I would request that the Executive Director again seek the input of staff and bring that back to the Commission prior to finalizing the structure at the May meeting.

In this way I hope that we can move forward with everyone's input and find the best way to move the organization forward.

MEETING MINUTES:
ORDC SPECIAL COMMITTEE TO REVIEW CURRENT COMMITTEE STRUCTURE
(COMMITTEE ON COMMITTEES)

December 15, 2009

On December 14, 2009, the Ohio Rail Development Commission Ad Hoc "Committee on Committees" met at the Ohio Department of Transportation. The meeting started at approximately 10:15 AM and ended at approximately 12:45 PM. In attendance were Committee members Commissioner James Bradley (ORDC Chair), Commissioner Tom McOwen (ORDC Vice-Chair), Commissioner Bill Lozier, and Matt Dietrich (ORDC Executive Director). Also attending were Commissioner Herk Wolfe, Megan McClory (ORDC Secretary-Treasurer), Susan Kirkland (ORDC Chief, Grade Crossing Safety), Lou Jannazo (ORDC Chief of Project Development) and William Fitzgibbon, of Chester, Willcox, and Saxbe.

Mr. Bradley began the meeting with an overview of what he was looking for in the restructuring of existing ORDC Standing Committees, i.e. committees for which members are ORDC Commissioners or their official delegates. ORDC Staff passed out the "Committee Roster" for the six committees discussed. Mr. Bradley posed the following three questions:

1. Will the restructuring improve Commission effectiveness?
2. Will the restructuring help staff in the execution of its responsibilities?
3. Will the restructuring enhance communication with constituencies that ORDC serves?

Chairman Bradley noted that the time the Commissioners spend at the bi-monthly Commission meetings is equivalent to Commissioners being in the office for five minutes a day compared to the eight hours each day that staff work. He related that his management style was to get good people, train them, communicate with them, and then get out of the way and let them do their jobs and at times learn from their mistakes. He noted that virtually every Commissioner he talked to about the restructuring of ORDC committees stated that Commissioners should avoid micro-managing staff, a concept that he noted was sometimes easier said than done. Mr. Bradley noted that he was thinking about recommending that ORDC Committees meet in the mornings of Commission Meetings and follow the Committee Meetings with the full Commission Meeting.

After Chairman Bradley's introduction, discussions began on a wide variety of topics. Commissioner Wolfe noted that the Staff was already very busy and that Commissioners actions should augment Staff efforts, not add an additional burden. Vice-Chairman McOwen added that ORDC committee structure should enable ORDC to take a step back and look at strategic issues so ORDC could be proactive at times and not always reactive. Commissioner Lozier noted that ORDC needs to keep its Mission Statement in mind and use ORDC committees to set policies and guidelines such as funding formulas. Director Dietrich noted that he believed the best use of Commissioners time was for them to "look outward" to working with various ORDC constituencies, acting as "adjunct staff" for ORDC for select issues. Director Dietrich noted that one of the most important functions of ORDC is to be a "Bully Pulpit" on policy issues and that Commissioners help in this regard is very valuable. He noted that Stu Nicholson of the ORDC Staff is working on a Communication Strategy. All Committee members agreed that committees are needed to further the work of ORDC and discussions of specific proposals began.

Chairman Bradley steered the conversation to the issue of what Commissioners see of ORDC actions. He noted that the meetings concentrate on specific issues such as which bridge to repair but not the "big picture". He posed the issue of having an "emerging issues" committee or a "big deal" committee to concentrate on the strategic issues ORDC might address. He noted that he did not want to go through the exercise of establishing a new Mission Statement and that the existing statement, as well as our legislative mandate, are both clear. There was much discussion as to where and how Staff and Commissioners can get information on big picture,

strategic issues. Commissioner Wolfe volunteered to send along his copy of a weekly US Rail News publication which he noted was as up to the minute as any publication. A variety of other ways to keep up on the rail industry were also discussed.

The Committee spent considerable time discussing which existing committees to keep and how to rearrange committees. Commissioner Lozier stated that ORDC might consider aligning committees with staff functions. Chairman Bradley expressed fears that such a structure might inherently lead to micro-managing of Staff. Secretary-Treasurer McClory suggested that a Budget & Operations Committee might be appropriate to address needed ORDC activities. Section Chief Kirkland warned that such a committee could lead to micro-management. Vice-Chairman McOwen stressed that there definitely needs to be a committee that addresses long term strategy. The issue of where passenger rail would fit into the big picture was discussed at some length with all agreeing that if 3C passenger service is initiated, the shape of the Commission will be dramatically altered, especially at the staff level. Various other committee names and functions were also discussed.

Chairman Bradley noted that the Committee was having a difficult time with names of potential committees and that what the committees were charged with doing was the critical issue, with the names of the committees flowing from their ultimate charge. He suggested that he and Director Dietrich would use the input from this Committee meeting to put together a recommendation that ORDC Commissioners adopt a new committee structure of only three standing committees to be named later but to basically to encompass 1) operations, 2) big deal issues, and 3) strategic planning/long term issues. Chairman Bradley suggested that he and the Director would come up with committee names and basic committee functions but that the committees themselves would use the basic outline provided to better define the committee and its functions.

There was a discussion of how to handle issues such as the lease of the Panhandle or other major issues that warrant Commissioners' input but would not be long term committees. Section Chief Kirkland noted that in her work on national committees, special ad hoc committees were formed by the larger committees with the specific understanding that the ad hoc committees would meet at different times than the full committee to enable participation by those most interested and skilled in the ad hoc mission. There was general agreement that standing committees would recommend which ad hoc committees would be formed.

The general agreement from the Committee meeting was that the Chairman and Director would develop preliminary committees and job duties. The Director was tasked with sending the result out to all Commissioners for the purpose of getting individual, one at a time, input on the proposal. There was agreement by the Committee members that the committee proposal be presented to at the January 14, 2010 Commission Meeting for consideration.

MISSION

The ORDC Human Resource Committee will advocate that we all serve for a common purpose with clear roles and responsibilities along with recognized accepted leadership that will create effective processes and establish solid relationships that will lead to better communications.

The HR Committee will execute all instruments necessary or incidental to the performance of its duties and the execution of its responsibility to maintain compliance with established operations and policies within the Commission By-Laws and the Ohio Revised Code enacted by the General Assembly of the State of Ohio.

Our strategic priorities will be to strive to create organizational effectiveness through administrative and resource outreach cooperation while improving upon our communications, both internal and external.

The HR Committee shall assist in identifying action steps for seeking human and financial resources through S.M.A.R.T. Goals.

- SPECIFIC
- MEASURABLE
- ACHIEVABLE
- RELEVANT
- TIMELY

FUTURE/VISION

- Provide additional assessment and evaluation tools
- Make goals more strategic
- Provide action planning tool
- Eliminate any duplication
- Provide assistant in implementing process with ORDC Staff
- Enhance oversight and feedback
- Build a future achievement environment with

  - Commitment
  - Accountability
  - Managing chance
  - Managing goals

March 22, 2010

All Ohio Railroads
All Public Owners of Ohio Railroads

Dear:

The Ohio Rail Development Commission (ORDC) invites you to submit projects to be considered for grant and loan funding under the ORDC's Rail Line Rehabilitation Program. ORDC will consider spending up to $1,000,000 in grant funds from its FY 2011 budget on qualifying track rehabilitation projects. (FY 2011 will start on July 1, 2010.)

Here is the expected timing of ORDC's project prioritization and selection process for our FY - 2011 Rehabilitation grant program:

Application Information Mailed Out	**March 22, 2010**
Completed Funding Application Due at ORDC	**May 24, 2010**
Recommendations Sent to Commissioners	**July 8, 2010**
Commissioners Review Staff Recommendations	**July 15, 2010 at Meeting**
Other Recommendations (if any) Sent Commissioners	**September 1, 2010**
Commissioners Review Staff Recommendations	**September 9, 2010 at Mtg.**
Contracts for Approved Work Executed	**Summer/Fall 2010**
Projects Performed	**Summer/Fall 2010 & Spring 2011**

From past experience, ORDC Staff expects that most, if not all, of the projects selected for funding will be presented at the July Commission meeting. However, there may be some projects that require additional time for analysis or for gathering more information that could be presented by ORDC Staff to Commissioners at the September meeting.

Additionally, ORDC will accept loan applications at any time while funds remain available. Currently ORDC has approximately $1.6 million in loan funding available. The grant funding requests to be submitted by May 24, 2010 may also contain related requests for loan funding.

Included with this letter is a copy of a "Sample Project Inputs Spread Sheet" which shows the format of the ORDC Staff analyses of the submitted projects. This sample should help you determine what type of information ORDC is looking for in an application. Projects will be evaluated based on the public benefits of the project, not on how bad of condition the track is in. Further, the following link connects to the ORDC Web Page to the "Railroad Rehabilitation Program Summary" page which details the general information requirements for grant and loan applications. Please provide all the information that is listed on the Rehabilitation Program Summary sheet and feel free to point out other public benefits which may not be requested on that sheet.

http://www.dot.state.oh.us/Divisions/Rail/Programs/freight/Pages/RailroadRehabilitationProgramSummary.aspx

As an alternative to using this link, you may rather just go to the ORDC web site Home Page, click on "Programs" or "Freight Rail" (both on the left hand side of the page) and then click on "Railroad Rehabilitation Program Summary" on the following page.

The application form and other forms you need to submit are also located on the ORDC web site. From the Home Page, click on "Programs" and then scroll down to the bottom of the ensuing page where you will see "Project Funding Application and Instructions". In this section you will find links to: 1) Funding Guidelines & Application (i.e. the application form); 2) the State of Ohio Tax Release Form (i.e. the form that allows ORDC to check whether applicant is current on Ohio taxes); 3) the Declaration of Material Assistance Form (for entities receiving more than $100,000 in assistance from the State in a year); & 4) the IRS W – 9 form and Vendor Information form (for entities not already in the State accounting system). These forms can also be accessed using the following link:

http://www.dot.state.oh.us/Divisions/Rail/Programs/Pages/default.aspx

In order for ORDC to consider your application for grant or loan funding, you must provide: 1) a completed application packet with all forms signed; and 2) all of the relevant, available information listed on the Rehabilitation Program Summary sheet. This information must be received at ORDC by May 24, 2010. It is acceptable to send in project information and application forms via facsimile or e-mail by May 24, 2010 so long as original, signed application forms are provided by July 1, 2010.

One of the major considerations for the evaluation of the proposed projects will be a comparison of how much the railroad has invested in the past three years for track upkeep (capital and maintenance) compared to the profitability of the line per mile for the same three year period. Therefore, the net profit per mile and track investment per mile information is critical. ORDC will not fund projects where the net profit per mile significantly exceeds the net capital and maintenance investment per mile for the rail line in question.

ORDC generally requires a 50% match for grant funding. The match generally takes the form of matching funds, or in kind work, on the rehabilitation project being proposed. In some special instances, other extraordinary recent investments by railroads in the track, or other ancillary investments such as the purchase of motive power, has been accepted as a match. Also, investments by shippers on the line for rail infrastructure needed to increase rail use have sometimes been accepted as a match. ORDC has no hard and fast rule for matching funds, but any funding request that does not envision a 50% railroad match for components of the project being proposed will be carefully scrutinized. ORDC may be willing to loan an applicant the 50% matching share of project costs.

ORDC may be in the position to maintain the confidentiality of certain proprietary and/or financial information which you provide to us. Towards assisting ORDC with such classification, please clearly mark "CONFIDENTIAL" on information you consider confidential.

ORDC understands that you may have questions about the precise nature of the information we are requesting. Our interest in getting complete applications is to be able to best evaluate how

one project compares to another. We have no interest in eliminating projects from consideration because the applications do not fit exactly onto our forms and spread sheets. Lou Jannazo of my staff is available to help answer any questions you may have about the process. He can be reached by phone at (614) 644-0309, or by e-mail at <Lou.Jannazo@dot.state.oh.us>.

I appreciate your hard work in providing the information requested and look forward to receiving your applications.

Sincerely,

Matthew R. Dietrich
Executive Director

Enclosure (1)

w:ProjectSolicitationLetterFY2011

PROJECT EVALUATION SUMMARY: PUBLIC

w:rehab2010,summary,public

3-Sep-09

Project Name	Benefits, Anecdotal	Benefits, Quantifiable	Physical Need	Economic Need	Ave Profit Mile	Ave. Net Invest/Mi.	Total Cost	Requested ORDC Share	Staff Recommendations & Contingencies	Staff Recomm. Funding (Grant)	ORDC Meeting
Ashland Railway, Willard Line Rehab LOAN REQUEST	Lifts restrictions on traffic handled; improves safety; reduces derailments, much economic dev. potential	Class 2 track saves crew time, $239,200 a year; saves fuel,250 gallons per trip.	High	Low	Less Than Invest.	More than Profit	TBD	$279,435 (LOAN)	Concern that profitable RR has excepted track: standard loan offered; ASRY considering accepting loan or not	$0	Nov. (If ASRY accepts loan)
Cleve. Commercial Randall Start Up Rehab	Help Start Up Operation; huge econ. Development potential with existing bldgs. & indust. park; deferred maint. by NS	3 very rail-depent. Shippers East end run-around saves $45,000 in fuel costs	High (Track OK but log-istcs not)	High (Start Up)	Not. App. 157 cars/mi.	Not. App	$150,000	$150,000	Start up needs boost; 12 miles out of service Solon to Mantua; CCRR spent $55 G on Start Up	$110,000	Sept.
RJ Corman Dover Line Rehab	Line at FRA 1; RJC Seeks long term goal of FRA 2; enhanced safety for hazmat; renewed stone business adds heavy cars	Enhances rail service to users employing 600;	Medium	Medium	Less Than Invest	More than Profit	$375,820	$187,910	Part of Continuing $1.2 million project; need more info on recent track expenditures	$100,000	Nov.
I&O Lancaster Ind. Track Rehab	Improved safety; improved operations	Rail-dependent shipper employs 225; $20,000 derailment $15,000 maint. & $9,000 crew cost savings per year.	High	High	Less than Invest.	More than Profit	$228,620	$150,000	Profit/loss & Maint impacted by derailment expense; 125 cars per mile; no good reason to exceed 50% ORDC funding	$114,310	Sept.
I&O Midland Rehab, Phase II	Reduces operating costs on marginal line;facilitates unit train interchange;	Helps solidify a line segment with rail users employing 115; lowers crew costs $28K; helps facilitate unit train interchange	Medium	High	Less than Invest.	More than Profit	$511,025	$255,500	2009 project from MP 87 to 98; 2010 project from 98 to 109; north end of line very marginal except for unit train interchange	$200,000	Sept.
Indiana Eastern Bridge Repairs	Maintain safe track for haz mat; keep 20 MPH speeds;	Ohio shippers employ 125;	Medium to High	High (Ind. Ops lost $; Oh ops made$)	Same as Invest	Same as Profit	$200,000	$100,000	IE lost money in 2007 & 2008; bridge work not critical but it is needed in next year or two; IE good record of track invest.	$100,000	Nov.
Lebanon Scenic 3 Year Improvement Plan, LM&M Ry	3 potential freight users; dozens of local tourist oriented businesses benefit	50,000 annual riders; $1.7 million economic impact	Medium	High	Scenic RR losses $	$79,000 2009/bridges	$75,000	$25,000	Very good tourist project; good 3 year plan;	$15,000	Sept.
Ohio Central Cambridge Line	Inherited deferred maint; rail-dependent shippers need good service; track speed improvement lowers operating costs	TBD	High	High	Less than Invest.	More than Profit	$375,000	$187,500	Cambridge line generates about 90 carloads/mile; need info on what project accomplishes potential multi-year project	$0	2011

4a

Ohio Central Heath -Hebron	Better track for customers; improved operations for RR	TBD	Medium	Medium	Less than Invest.	More than Profit	$375,000	$187,500	Good traffic base, 190 to 290 cars/mile; good logistics with Newark Yard proximity; can defer till later date or indefinitely	$0	Defer
Ohio Central Swing Bridge	RR forced to open bridge for recreational users; no freight on Muskingum River	22,700 carloads moved over bridge in 08:	High	NA	NA	NA	$262,030	$131,015	Current application deals more with normal maint than repair of swing mechanism; need more information on project	$100,000	Nov. if project is for swing mechanism
Ohi-Rail Bridges & Crossing Repair	Bridge repair needed to keep service to DeNoon Lumber & Lumber Services; repairs problem xing surface; ORDC owns line	818 storage cars on Ohi-Rail line in total; part south of bridges	High	High	Same as Invest.	Same as Profit	$114,137	$94,137	State owned property; Ohi-Rail believes coal movements iminent & desires to buy ORDC Piney Fork holdings	$94,137	Sept.
US Rail, Jackson Bridge Repair	Bridge problems threaten to sever service to Nock & Sons; development sites impacted	15 Jobs at Nock & Sons	High	High	TBD	TBD	$58,140	$58,140	Insufficient information in application; US Rail still suing to prevent ORDC from spending $2 million on Jackson line; Jackson still suing to kick US Rail off Jackson Line	$0	
US Rail, Hamilton, Smart Paper Yard Track Improvements	Repairs industrial yard	400 jobs at Smart	TBD	TBD	TBD	TBD	TBD	$51,350	US Rail requests ORDC buy materials for US Rail Installation Need to talk to Smart Paper	$0	Nov. or 2011
W&LE Maumee River Bridge	Bridge is key connection for W&LE to CN; lower bridge maintenance costs; NS deferred maintenance before 2005 sale of bridge to W&LE	15,854 cars to CN in 2007 9,407 cars to CN in 2008 9,974 cars to CN in 2009 234 cars to Ann Arbor 2009 Cars above moved for 40 Ohio Businesses	High	High	Less than Invest.	More than Profit	$298,000	$208,600	Bridge is extraordinary maintenance; ORDC should go no more than 50% for mainline bridge; need info on what other work needed	$100,000	Sept.
									TOTAL =	**$933,447**	

4h

Information ORDC Asks Railroads to Provide for Consideration of Rail Line Rehabilitation Program Funding

1. Physical description of the rail line/structures including:
   - Mileposts and end points of entire line;
   - Location map, track charts, and ZITS maps, of entire line;
   - Connections to other railroads from the line;
   - Rail users located along the line along with commodities shipped/received for the last 3 years;
   - Overhead traffic on the line by volume and commodity for last three years; and
   - Profit/Loss statements for operation of the rail line in the last three years.
2. Physical description of Rehabilitation Project including:
   - Description of work by milepost;
   - Detailed cost estimate of work; and
   - Description of how work will be performed (i.e., by bid, force account, etc.)
3. Description of Project Benefits including:
   - Itemization of savings to railroad (i.e. reduced crew time, derailments, maintenance);
   - Description of benefits/importance of the project to rail users and overhead traffic;
   - Breakdown of the number of people employed by rail users;
   - Anticipated useful life of the improvement; and
   - Anticipated safety benefits resulting from the improvement.
4. Projection of future increased usage of the line by existing and potential new customers.
5. Description of industrial parks/sites located along the line including existing infrastructure.
6. Sources of revenue generated by the line.
7. For the last three (3) years:
   - Average net profit/mile
   - Average net maintenance and capital improvement investment/mile

Factors ORDC Considers before Making a Funding Commitment

1. Railroad investment in the line in question compared to net profits. If railroad profits per mile exceed railroad investment in capital and maintenance for the track, ORDC generally does not consider the project for grant funding at all. With net profits exceeding investment, ORDC may not consider a project for loan funding either.
2. Economic need of serving railroad for line in question. If the line in question is in very good economic condition, i.e. the financial provided by the railroad show a reasonable level of profitability, or if the carload density on the line is favorable (e.g. 200 revenue cars per mile or above) demonstrating the line should have a reasonable level of profitability, then loan rather than grant funding will be considered.
3. Physical need of the line for rehabilitation. Is immediate work needed to forestall derailments or the lowering of track speeds or can the work be deferred so that lines that have more critical needs can be repaired?
4. Quantifiable and anecdotal benefits. Quantifiable benefits include things such as new and retained jobs, railroad cost savings and related benefits. Job retention is a major factor for rail lines that are only marginally economically viable and for which there are clearly shippers who are dependent upon continued rail service. Anecdotal benefits include such issues as addressing maintenance deferred by a previous owner, improved safety of operations, enhancing economic development potential and other related benefits.
5. Funding availability. ORDC generally has very limited funding and must make hard choices as to how best to utilize limited dollars across a wide array of potential projects.

Information ORDC Asks Companies to Provide For Consideration of Economic Development/Rail Spur Program Funding

1. Briefly describe overall company, including parent organization if applicable. Include products made, locations of plants, markets served, overall size in terms of sales volumes and employees, and other relevant data.
2. Provide detailed description of the project including:
   - How new plant or expansion (project) fits into the company's operations.
   - Investment broken down by building, land, equipment and machinery, and inventory;
   - Building description (sq. ft.), land (acreage), equipment and machinery, and uses;
   - Products to be produced, services rendered, markets served, and major competitors;
   - Map, diagram, building layout plan or other graphic showing the location of the new plant or plant expansion including the existing and proposed rail infrastructure;
   - Description of rail construction including the length of new track, new turnouts, description of related track rehabilitation and related information;
   - Detailed cost estimate of all new rail infrastructure and any track rehabilitation work; and
   - Projected time frame for new plant construction/expansion.
3. Describe benefits resulting from new plant or expansion, including:
   - Number of jobs company will commit to create within three years;
   - Number of jobs company will commit to retain;
   - Average hourly wage for jobs created or retained;
   - Number of new rail carloads company will commit to generate within three years; and
   - Additional benefits to Ohio.
4. Statement regarding whether any of the jobs created will result from displacing jobs at any other Ohio facility.
5. Provide a list of incentives and their value to the company or project provided by: local sources; other state agencies; federal agencies; and the serving railroad company.

Factors ORDC Considers before Making a Funding Commitment

1. # of new jobs,
2. # of retained jobs,
3. How much do the jobs pay?
4. Is there a chance the business expansion will happen in another state?
5. What is company's commitment to new carloads?
6. Are new carloads where they are needed for the viability of a line?
7. What local funds are involved?
8. What railroad funds are involved? Will there be railroad rate rebates to offset rail costs?
9. What ODOD is doing in terms of grants?
10. Does the level of carloadings and railroad participation warrant a grant or a loan?
11. Will ORDC funding be a vital piece of the business expansion plans, i.e. a true incentive, or just icing on the cake that is not an incentive at all?
12. What is the overall level of ORDC funding available when project funding is required?

Briefing to ORDC Commissioners:
Crossbuck Assembly/Yield Program
March 11, 2010

Background:

Over 20 years ago, the State of Ohio was lobbied by Conrail to evaluate a new passive railroad warning sign called the "Buckeye Crossbuck." As a result, then ODOT Rail, partnered with Ohio railroads to evaluate the use of Buckeye Crossbucks at public, passive rail-highway grade crossings. Three aspects of the Buckeye Crossbuck were evaluated: the delineation of the sign post, the 'yield' panel and the relocation of the assembly. Only the delineation of the sign post was deemed to be effective. The information below summarizes the findings.

The delineation of the sign post was found to be effective and was incorporated into the 2003 edition of the MUTCD. This delineation modification called for a 2" retroreflective[1] strip to be applied to front and the back of the crossbuck sign posts. The 2003 edition of the MUTCD specified a January 17, 2011 completion date. It is believed that the current Buckeye and upgraded standard crossbucks in the field today meet retroreflectivity requirements that will become effective on January 17, 2011.

The 'yield' was deemed only marginally effective. Subsequent to the end of the Buckeye Crossbuck Program national acceptance of the use of standard Stop and Yield signs in conjunction with standard black and white crossbucks occurred. The 2009 MUTCD included a provision for a Yield or Stop sign to be included at all passive rail-highway grade crossings. This may be included on the "Crossbuck assembly" or on a separate post. The 2009 MUTCD specifies a December 31, 2019, date for compliance.

The relocation of the crossbucks in the Buckeye Crossbuck Program was deemed not beneficial and to date the MUTCD has not and likely will not incorporate this relocation. The pre-evaluation location remains the MUTCD standard. With the conclusion of the evaluation period, the ORDC is required to relocate the assemblies in compliance with MUTCD.

Current Situation:

On February 9, 2010, the FHWA Ohio Division wrote to the ORDC outlining the requirement to relocate the crossbucks from the Buckeye Crossbuck Program. This work is eligible for Federal-aid funding. If retroreflective strips and Yield or Stop signs are incorporated in conjunction with the relocation, these improvements will also be eligible for Federal-aid funding. The Ohio Division of FHWA directed that by March 31, 2010, ORDC submit a plan for returning all public, passive rail-highway grade crossing crossbucks to MUTCD standard.

[1] Retroreflectivity is defined as property of a surface that allows a large portion of the light coming from a point source to be returned directly back to a point near its origin.

CSX Transportation (CSX) and Norfolk Southern (NS) have approached the ORDC to collaborate on the improvements for the stop/yield crossbuck assemblies. CSX and NS are concerned about the retroreflective strip requirement and compliance with the January 17, 2011, deadline. The two railroads would like to partner with ORDC to promptly have improved crossbuck assemblies that meet MUTCD standards installed at all public, passive rail-highway grade crossings.

CSX has submitted specifications and estimates for crossbuck assemblies that meet MUTCD standards. NS will be submitting specifications and estimates for crossbuck assemblies in the near future. It is expected that estimates will include removal and disposal of existing crossbucks, all materials for the replacement Crossbuck assemblies, and installation. It is noted that the existing crossbucks, in almost all cases, are greater 15 years old and have no redeemable scrap value. Other railroads have been offered the opportunity to submit specifications and cost estimates.

Ohio has approximately 2,318 public, passive grade crossings. Most crossings are equipped with two crossbuck assemblies. Based on the CSX estimate, the cost for new crossbuck assemblies throughout the state would be about $2.5 million.

ORDC Plan:

Based on two primary factors the ORDC plans to initiate a crossbuck assembly program in this calendar year.

1. The ORDC is obligated to restore crossbucks at all public, passive rail-highway grade crossings to MUTCD standards. The FHWA requires the ORDC to submit a plan for this work by March 31, 2010.

2. CSX and NS, along with many of the shortline railroads, have expressed an interest in partnering with ORDC to fold in the retroreflective and stop/yield element of the new assembly.

The retroreflective requirement addresses the strips (both on the post and the back of the crossbuck) that were first required in the Millennium MUTCD and are identified in the Federal Register as outlined below.

The 2000 MUTCD was the first MUTCD which required the retroreflective strips on the back of the crossbuck and on the front and back of the post:

Section 8B.02 Highway-Rail Grade Crossing (Crossbuck) Sign (R15-1, R15-2)

Standard:

A strip of retroreflective white material not less than 50 mm (2 in) in width shall be used on the back of each blade of each Crossbuck sign for the length of each blade, at all highway-rail grade crossings, except those where Crossbuck signs have been installed back-to-back.

A strip of retroreflective white material, not less than 50 mm (2 in) in width, shall be used on each support at highway-rail grade crossings for the full length of the front and back of the support from the Crossbuck sign or Number of Tracks sign to near ground level.

The Final Rule adopting the 2000 MUTCD was published in the Federal Register on Monday, December 18, 2000:

> DEPARTMENT OF TRANSPORTATION
> Federal Highway Administration
> 23 CFR Part 655
> [FHWA Docket Nos. 97–2295 (Formerly 96–47), 97–3032, 98–3644, 98–4720, 99–5704, 99–6298, 99–6575, and 99–6576]
> RIN 2125–AE11, AE25, AE38, AE50, AE58, AE66, AE71, and AE72
> National Standards for Traffic Control Devices; Manual on Uniform Traffic Control Devices for Streets and Highways

Simultaneous with this retroreflective standard being identified and coming to the targeted compliance date, the MUTCD 2009 Edition was published calling into play other elements within the manual that may impact the scope and standard for Ohio's crossbuck assembly program. At this time, the known sections of the MUTCD having bearing on our program are outlined below.

2009 MUTCD Section Number(s)	2009 MUTCD Section Title	Specific Provision	Compliance Date
2A.08	Minimum Retroreflectivity Levels	Implementation and continued use of an assessment or management method that is designed to maintain traffic sign retroreflectivity at or above the established minimum levels	January 22, 2012 (c)
2A.08	Minimum Retroreflectivity Levels	Replacement of regulatory, warning, and post-mounted guide (except street name) signs that are identified using the assessment or management method as failing to meet the established minimum levels	January 22, 2015 (c)
2A.19	Lateral Offset	Crashworthiness of sign supports on roads with posted speed limit of 50 mph or higher	January 17, 2013 (a)

Our intent is to work our operating railroads, other States taking on this same initiative and utilize our membership on the National Committee on Uniform Traffic Control Devices (NCUTCD), Technical Committee on Railroad and Light Rail Transit, to develop a standard assembly and a program scope that will take into account all upcoming provisions and compliance dates associated with crossbuck signs. Next, the ORDC will enter into agreements with railroads that wish to participate for a 50/50 split for crossbuck assemblies at all public, passive grade crossing (approximately 2,318 crossings). It is intended that a state-wide specification and pre-audited lump sum cost will be approved and applied consistently to all participating railroads. Such an agreement will be mutually advantageous by facilitating the compliance obligations of both the ORDC and the railroads.

Attachment: FHWA letter dated February 9, 2010

U.S. Department
of Transportation
Federal Highway Administration

Ohio Division

200 North High Street
Room 328
Columbus, Ohio 43215
614-280-6896
614-280-6876 Fax
Ohio.FHWA@fhwa.dot.gov

February 9, 2010

In Reply Refer To:
HPD-OH

Mr. Matthew R. Dietrich, Executive Director
Ohio Rail Development Commission
1980 West Broad Street
Columbus, OH 43223

Subject: Closeout of Buckeye Crossbuck MUTCD Experiment

Dear Executive Director Dietrich:

As you are aware, on December 16, 2009 the 2009 edition of the Manual of Uniform Traffic Control Devices (MUTCD) was published. This document contains information that represents the culmination of all work related to Ohio's Buckeye Crossbuck MUTCD experiment. That experiment evaluated the three components of Buckeye Crossbuck – the delineation of the sign post, the use of a "yield" panel and the location of the crossbuck sign. The delineation of the sign post was determined to enhance the conspicuity of the crossbuck and was adopted as a standard into the 2003 edition of the MUTCD and the 2005 edition of the Ohio MUTCD. The "yield" panel was determined to be only marginally effective as designed, however the concept that it represented of having a driver yield or stop was determined to also enhance safety at rail-highway grade crossings that are protected using crossbucks only. The result was the new provision that permits the installation of either a Yield or Stop sign on the crossbuck assembly. This new provision was included in the 2009 MUTCD. The third aspect, the revised location, was not determined to improve safety at rail-highway grade crossings. Consequently the subcommittee for Chapter 8 of the MUTCD has determined that it is not appropriate to modify the location for the crossbuck sign.

As a result of the agreement between the Ohio Rail Development Commission and the FHWA at the time of the approval of this MUTCD experiment, the following steps need to be taken in order to close out this MUTCD experiment:

1. Delineation of the crossbuck post – Since this aspect was adopted in the 2003 edition of the MUTCD and subsequently the 2005 edition of the Ohio MUTCD, all crossbuck sign posts need to be modified to add the required 2" retroreflective strip to both the front and the back of the crossbuck sign post. The 2005 edition of the Ohio MUTCD provided an implementation date of January 17, 2011 for this to be completed at all rail-highway grade crossing crossbuck installations. Ohio should already be in compliance on this improvement since it came from the Buckeye Crossbuck experiment.

2. Addition of either a Yield or Stop sign to the crossbuck assembly – This is a new provision of the 2009 edition of the MUTCD. It carries an implementation date of December 31, 2019.

3. Return to MUTCD-compliant condition after conclusion of the experiment – Now that the MUTCD experiment has officially been concluded with regards for adoption into the MUTCD, the Ohio Rail Development Commission is required to relocate and update the crossbuck assemblies to the details and locations prescribed by the MUTCD. The requirement for this action is outlined in Section 1A.10, paragraph H of both the national and Ohio MUTCD. The work to accomplish this is eligible for Federal-aid funding as outlined in FHWA's 12/26/2002 memorandum "INFORMATION: Funding of Passive Improvements at Rail-Highway Crossings." As such, the work outlined in #1 & #2 above would also be eligible if done at this time.

In order to facilitate the return of the crossbuck assemblies to the locations and configurations as prescribed by the MUTCD, we request that ORDC submit its plan for completing this work to FHWA by March 31, 2010. Since the stipulation is located within Section 1A.10 of the Ohio MUTCD, failure to do so would result in non-compliance with that document and could result in liability to the ORDC under Ohio Revised Code sections 4511.09, 4511.10 and 4511.11.

If you have any questions, please do not hesitate to contact Joe Glinski of my staff at (614) 280-6844.

Sincerely,

For: Laura S. Leffler
Division Administrator

File: 19-G-7

Electronic Copies: J. Buckson, FHWA
D. Holstein, ODOT
J. Elliott, ODOT
S.Kirkland, ORDC
D. Snyder, FHWA
M. Wilner, FHWA